OCTOBER 24 1952

LONDON SHOW REPORT

1/6

The Autocar



STOP PRESS

New O.H.V. Engine for the 4-Door "Minor". Bigger performance for the "Biggest Small Car Buy".

For Export only.

It's a "Quality First"

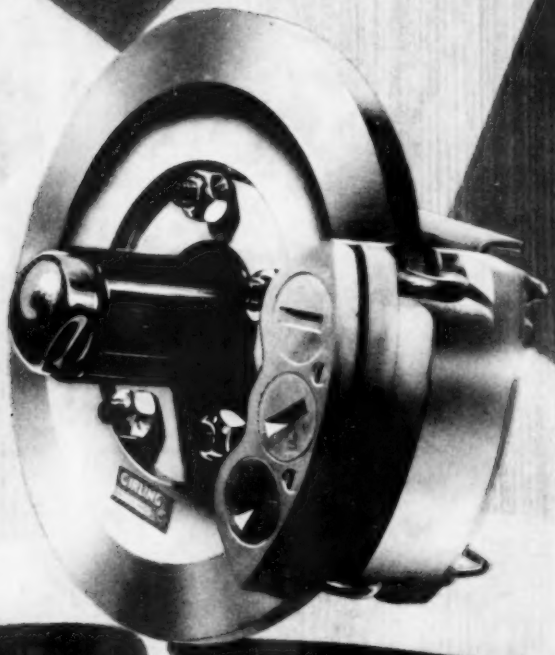
MORRIS

MOTOR SHOW *this year!*

MORRIS MOTORS LTD., COWLEY, OXFORD. OVERSEAS BUSINESS: NUFFIELD EXPORTS LTD., OXFORD, & 41 PICCADILLY, LONDON, W.1.

Way Out Ahead —

ANOTHER GIRLING



THE 1952 INTERNATIONAL MOTOR SHOW

Introduces the

GIRLING

THE BEST BRAKES IN THE WORLD

STAND No 288

HYDRASTATIC

DISC BRAKE

INCORPORATING PATENTS LICENSED FROM THE DUNLOP RUBBER COMPANY

GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM II

AUSTIN

STAND 157

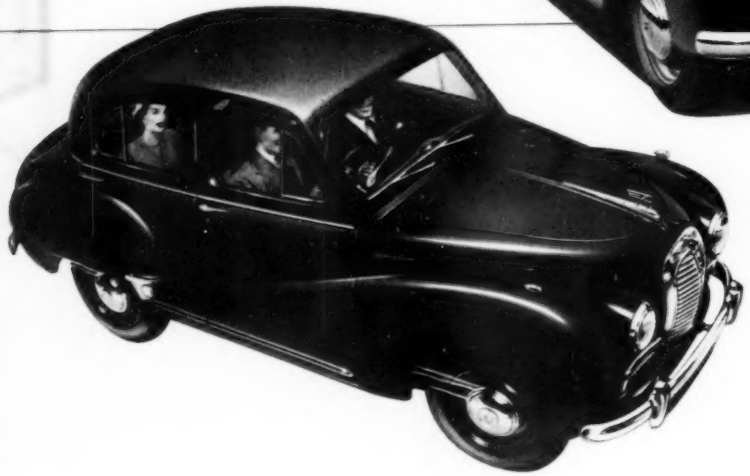
From SEVEN to SHEERLINE
AUSTIN takes the honours !



A30 SEVEN Smart, roomy, dependable — the 'Seven' will again be a big favourite. The high-efficiency O.H.V. engine has a startling performance—speeds over 60 m.p.h. with up to 50 m.p.g. There is ample room for four plus luggage, handsome styling and many big-car refinements.

NEW A40 COUPE A bright newcomer to the Austin range. It's a good-looking, versatile, roomy model for all-round motoring pleasure. The weatherproof hood is easy to operate and can be retained in the 'half-way' position. The curved windscreen and all windows are of toughened glass. The record-breaking A40 engine gives an outstanding performance.





A40 SOMERSET The latest saloon in the famous A40 series. It is roomier, more comfortable and gives an even better performance than the brilliant A40 Devon, the car that captured 12 National and 36 stock car records in the United States.



A40 SPORTS An attractive, active sports car built for enthusiasts. It's the car that travelled round the world in 21 days. The easily-erected hood gives all-weather protection. There is ample room for driver and 3 passengers and plenty of luggage space in the boot.



A70 HEREFORD A powerful, smooth-riding family or business saloon. There is comfortable foam-rubber seating and a capacious boot for luggage. It has independent front suspension and wide doors for easy access.

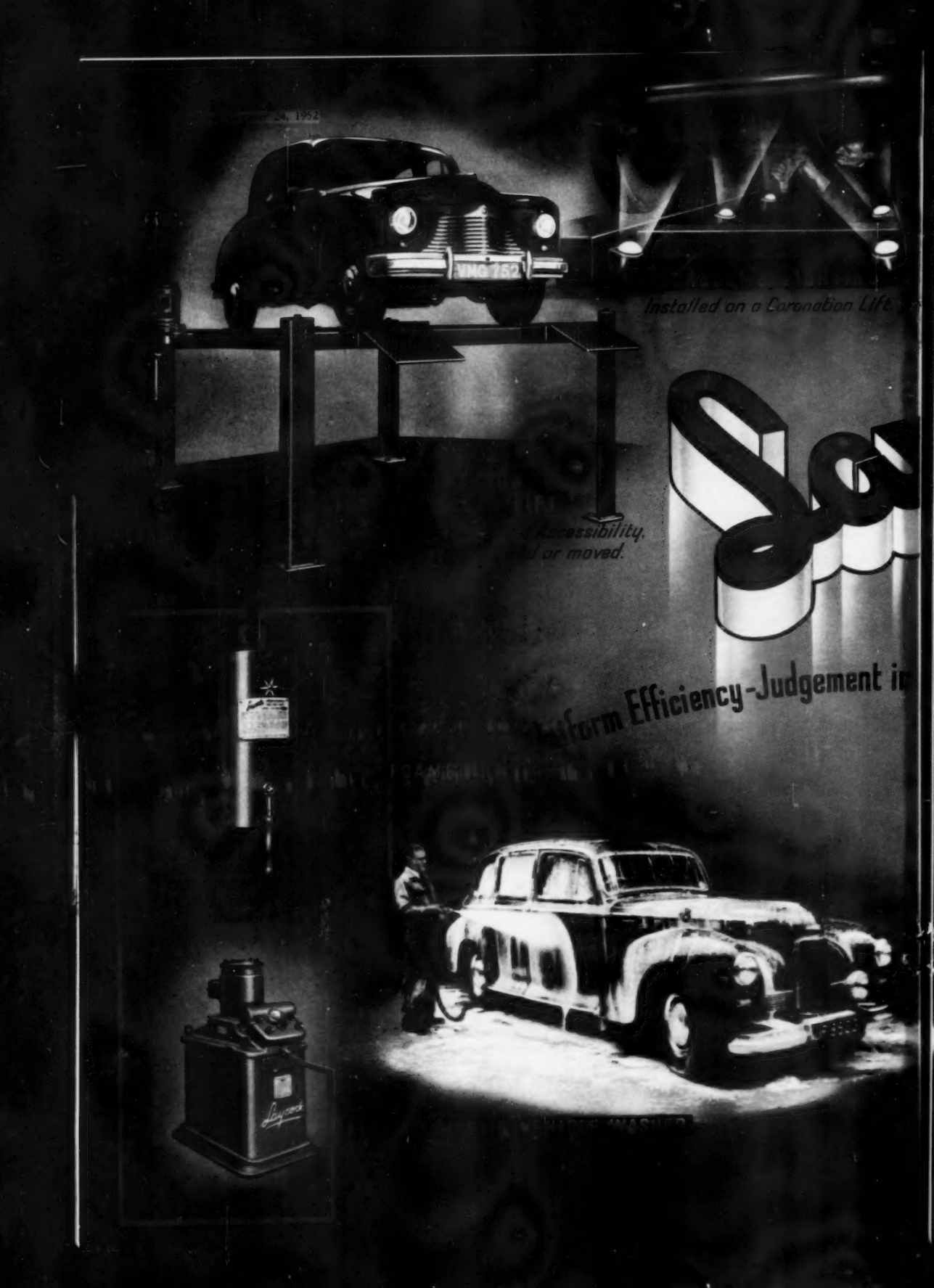


A125 SHEERLINE A truly distinguished saloon. The 6-cylinder O.H.V. engine gives a smooth, effortless flow of power. The bodywork is gracefully styled, the interior sumptuously fitted. Here is everything to please the most critical motorist.

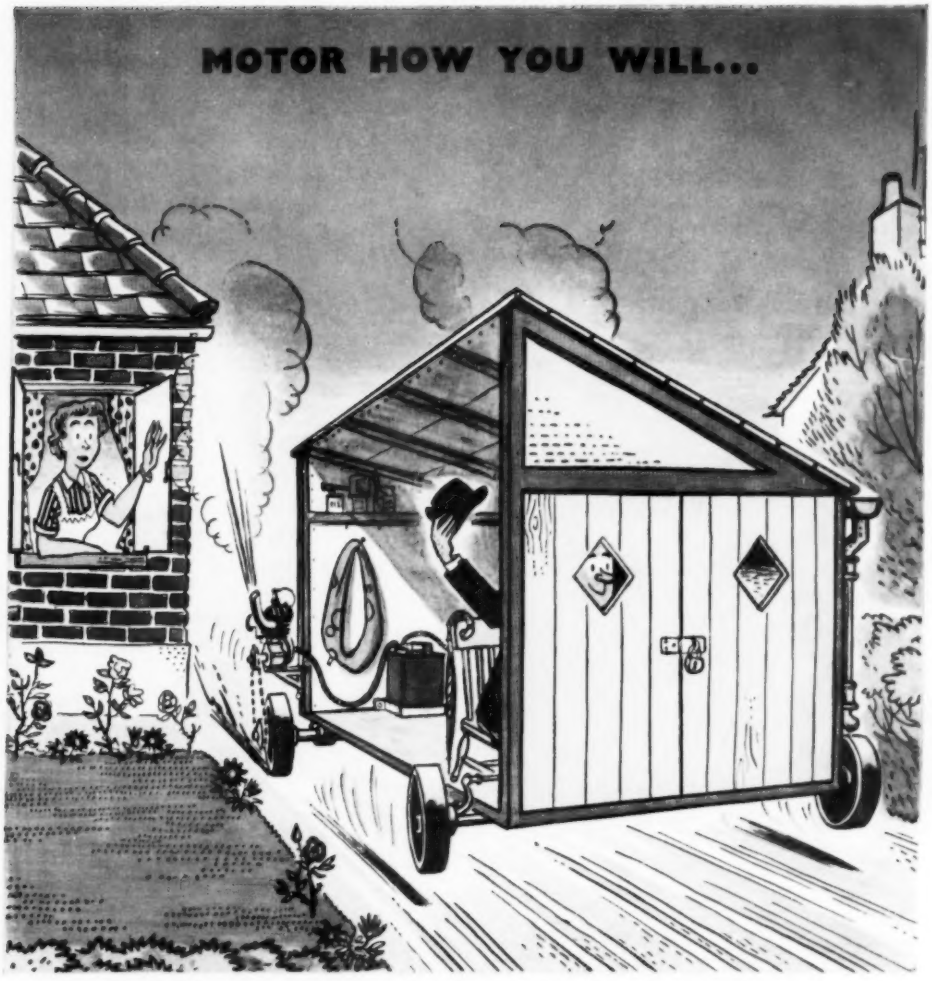
See also the new A135 Princess Limousine on the Vanden Plas Stand No. 102.

AUSTIN

–you can depend on it!


VNC 752
Installed on a Coronation Lift
Accessibility,
or moved.
Sa
form Efficiency-Judgement in


ESTABLISHED PIONEERS - GREA
Modern Design - Advanced in
STAND
WE CRUISE WITH EASE
LAYCOCK DE-NORMANVILLE
OVERDRIVE



Mr. Mercury will give you more miles per gallon!

Some of the cars—well, vehicles—you see to-day are nearly as funny as this one. But every engine that runs on petrol runs much better on National Benzole Mixture. In particular, it runs more economically. It does more miles per gallon. The day that National comes back into the pumps will be the day that the cost of motoring goes down. Roll on that day !



NATIONAL BENZOLE MIXTURE

National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1.
(The distributing organisation owned and entirely controlled by the producers of British Benzole)

Shaping the car of the future...

THE LOCKHEED* DISC BRAKE

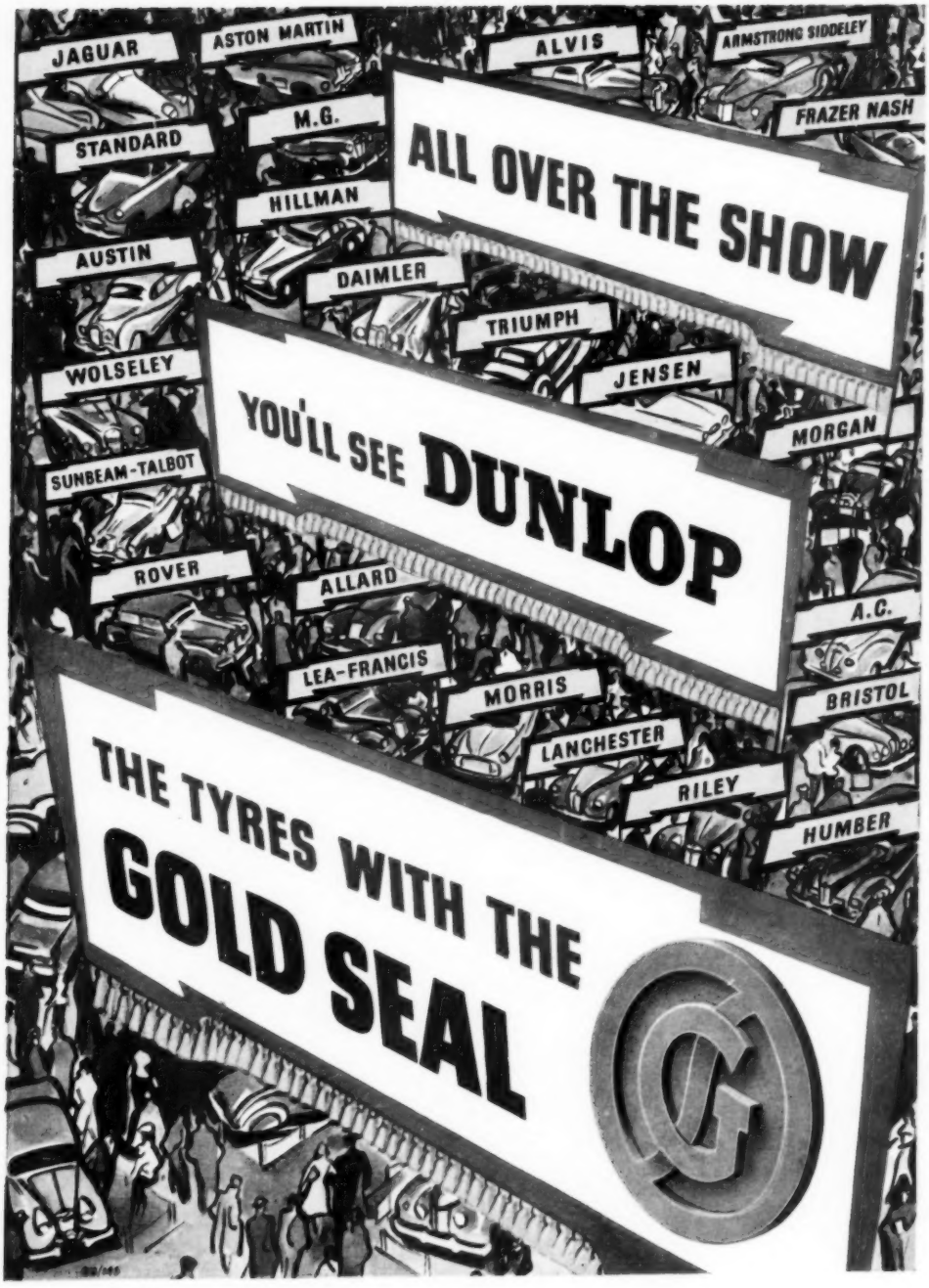
THOMPSON BALL JOINT SUSPENSION



MANUMATIC* GEAR CHANGE

SEE THESE NEW DEVELOPMENTS AT THE MOTOR SHOW ON STANDS 365, 368, 379

* REGD. TRADE MARK


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ALL OVER THE SHOW
YOU'LL SEE DUNLOP
THE TYRES WITH THE
GOLD SEAL

LEA-FRANCIS CARS

★ ★ ★ STAND 155 ★ ★ ★

INTERNATIONAL MOTOR SHOW. EARLS COURT



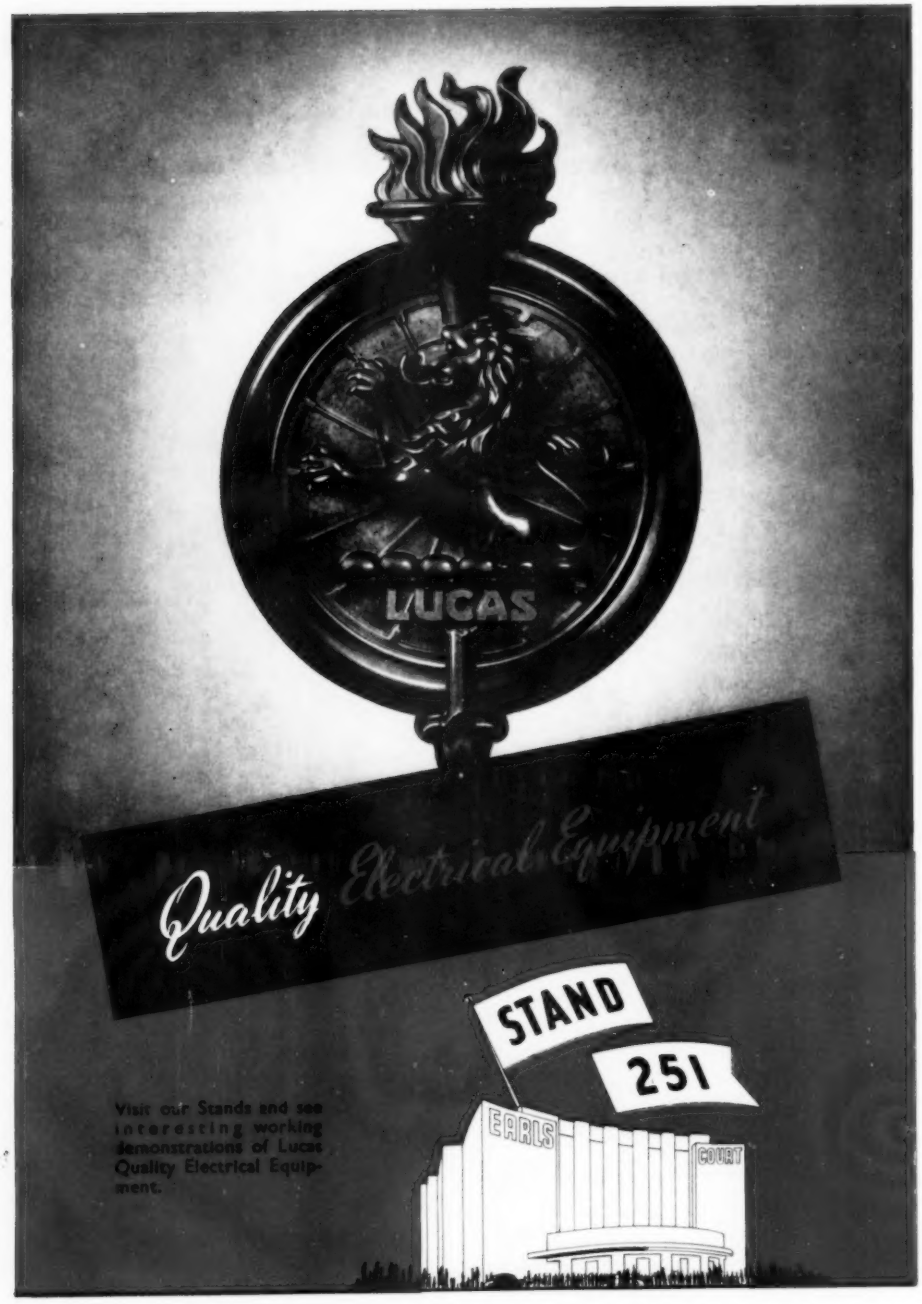
Exclusive Design —— Impressive Performance

All models are powered by four-cylinder engines of Lea-Francis design and manufacture incorporating the patented overhead-valve gear.
The cars are fast and fascinating to handle and the Girling Hydraulic braking system is powerful, safe and sure.
The 2½-litre Sports has a Two Four-Seater body that is practical and comfortable and the 14 h.p. Four-Light Saloon is a Four Five-Seater with a luxurious finish throughout.

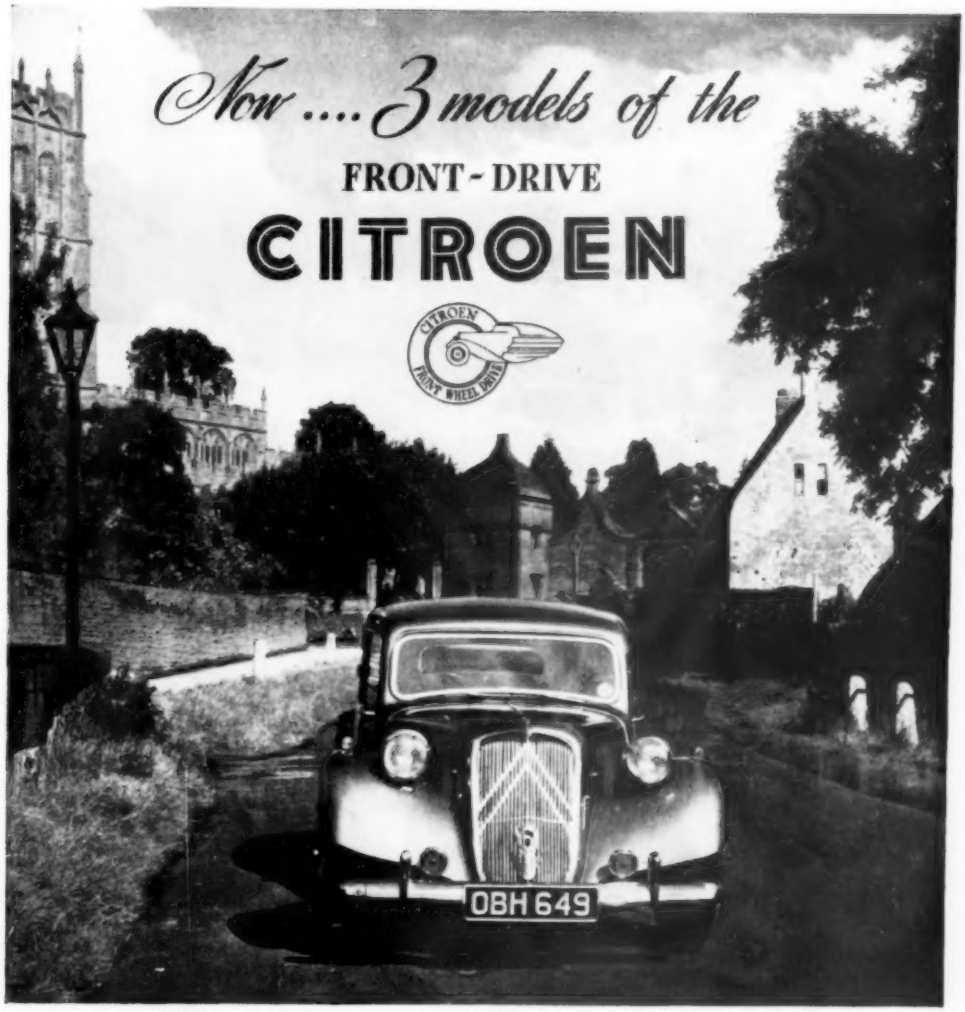
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★ THE "SIX CYLINDER" *SALOON* ★ THE NEW "BIG FIFTEEN" *FAMILY SALOON* ★ THE "LIGHT FIFTEEN" *SALOON*

FRONT WHEEL DRIVE
TORSION BAR SPRINGING

ON STAND 152

INDEPENDENT FRONT SUSPENSION
DETACHABLE CYLINDER BARRELS

★With Many 1953 Improvements & Refinements★

CITROEN CARS LTD. SLOUGH BUCKS. 'Phone: 23811 'Grams: Citroworks, Slough

INTERNATIONAL MOTOR EXHIBITION

WB

STAND No. 265

1st FLOOR AVENUE A

EARLS COURT

Oct. 22—Nov. 1



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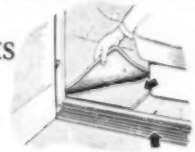
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By Appointment to the late King George VI

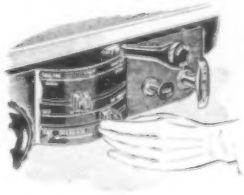
Manufacturers of Land-Rovers The Rover Company Ltd.



THERE'S considerably more to the immaculate Rover Seventy-Five than meets



the first appraising glance. A wealth of skilfully co-ordinated refinements such as the Rover method of body silencing and controlled heating and ventilation help to make



motoring in this outstanding new car a pleasurable and unprecedented experience.

EARLS COURT
Oct. 22—Nov. 1
STAND No. 164

THE ROVER COMPANY LIMITED, SOLIHULL, BIRMINGHAM also DEVONSHIRE HOUSE, LONDON

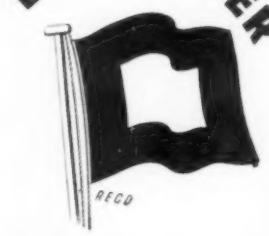
CVb-177

841


Above All!
SAFETY—that indispensable and inestimable quality above all others in a motor car—is rarely, if ever, questioned today when a car is new. Engineer designers and builders of motor cars know however, that the continuance of safety depends not on the external appearance and appointments but on the inherent goodness and strength of the internal highly-stressed vital parts. That is why more and more motor car manufacturers today fit GARRINGTONS PRECISION FORGINGS.
Garringtons
GARRINGTONS LIMITED • DARLASTON STAFFS • BROMSGROVE • WORCS


Start Easier - Stop Faster
Hold Straighter - Drive Safer
on PARSONS CHAINS
PARSONS CHAIN COMPANY LTD., STOURPORT-ON-SEVERN, WORCS.

BLUE PETER





Your own tyre returned to you

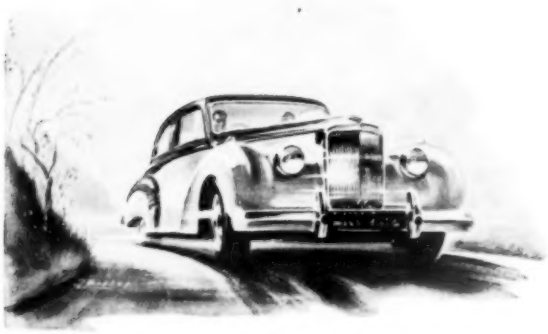
Seven day service

No substitution

'BLUE PETER' RETREADS

Stand No. 148 at the Motor Show

AUTO TYRE SERVICES LTD BASINGSTOKE · HANTS



The ALVIS Three Litre . . .
for those who appreciate
"the sheer joy of driving"

STAND No. 131 · EARLS COURT

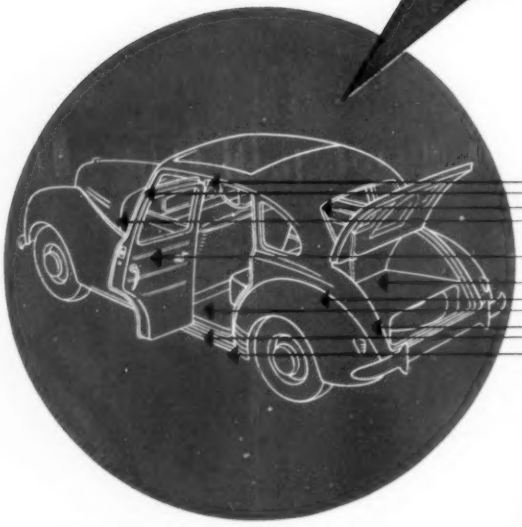
ALVIS



AL 27

Don't just stick it.....

Bostik it.



All British Car Manufacturers use Bostik for one or more of these operations . . .

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- *Lining floors of boots and tool boxes.*
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- *Sticking stone guards to rear wings.*
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- *Sticking anti-drum felt.*
- *Bulkhead sealing.*
- *Sealing piping between rear wing and body.*
- *Drip Mould Sealing.*

PRESTIK

The BOSTIK System of Adhesion includes Bostik Adhesives, Prestik, and Bostik Sealing Compounds developed to meet the motor industry's never-ending demand for faster, cheaper, and more efficient production methods.

* *The word "Bostik" is a registered trade mark of the*

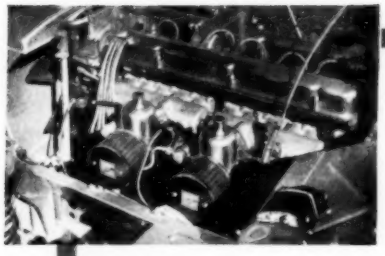
B. B. CHEMICAL CO. LTD., Ulverscroft Road, Leicester

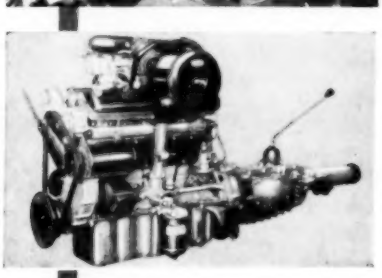
FIND VOKES FILTERS..



AND YOU'VE FOUND A QUALITY CAR!

You've plenty to see at the Motor Show—plenty of features to compare and approve. But look carefully . . . which cars are fitted with VOKES filters? That's a sure way of telling that the makers have taken every precaution against engine wear. On an independent test, fitting a VOKES air filter to an engine reduced oil consumption by 52 per cent, cylinder wear by 76 per cent. Adding a VOKES oil filter gave still more striking reductions in wear and running costs. Yes! For maximum engine protection, VOKES filtration remains supreme.





AIR FILTRATION

VOKES air filters, with their scientific application of a felt fabric filtering medium, give maximum protection against wear with minimum restriction. Not only was engine wear found to be considerably reduced in the tests already mentioned, but fuel and oil consumption were also reduced—power increased—when VOKES filters were fitted. The illustration shows two VOKES 3-ply air cleaners fitted to the Vantage engine of the Aston Martin

OIL FILTRATION

By filtering **all** the oil **all** the time . . . by the filtration in depth provided by the substantial felt fabric element . . . by a policy of filtering from inside to outside so that any trapped sludge cannot recirculate . . . VOKES filters provide maximum protection at minimum long term cost. The illustration shows the VOKES oil filter fitted to the Bristol 2-litre car.

VOKES *Pioneers of scientific filtration*

STAND No. 300 (AVENUE C-D)

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STAND 383

AVENUE J

37th International Motor Exhibition Accessories & Components
Section 1st Floor Earls Court, October 22 – November 1

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Now there's a choice, which are they choosing?

—and how can you tell?

THIS MOTORING COUPLE, faced once again with the opportunity to choose, are wisely indicating their doubts about a car without radio. They know from experience that radio today has a proper and permanent place in motoring. They know that it shortens tedious journeys and enriches enjoyable ones. They value Radio's ability to keep restless children absorbed and to allow the driver to concentrate on his driving. They know it means pleasanter, safer*, more restful driving. They know also, that their next car is going to have "H.M.V." Car Radio and that the makers of 24 famous British cars exclusively fit and recommend it. Yours should have it too.

** Boredom — as well as distractions — can divert attention from the road.*

AT THE MOTOR SHOW **STAND No. 283**

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MARKETED BY

SMITHS RADIOMOBILE

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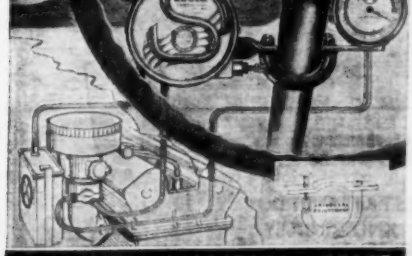
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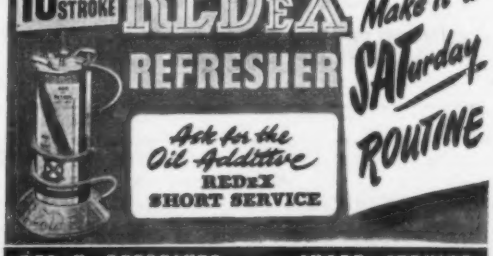
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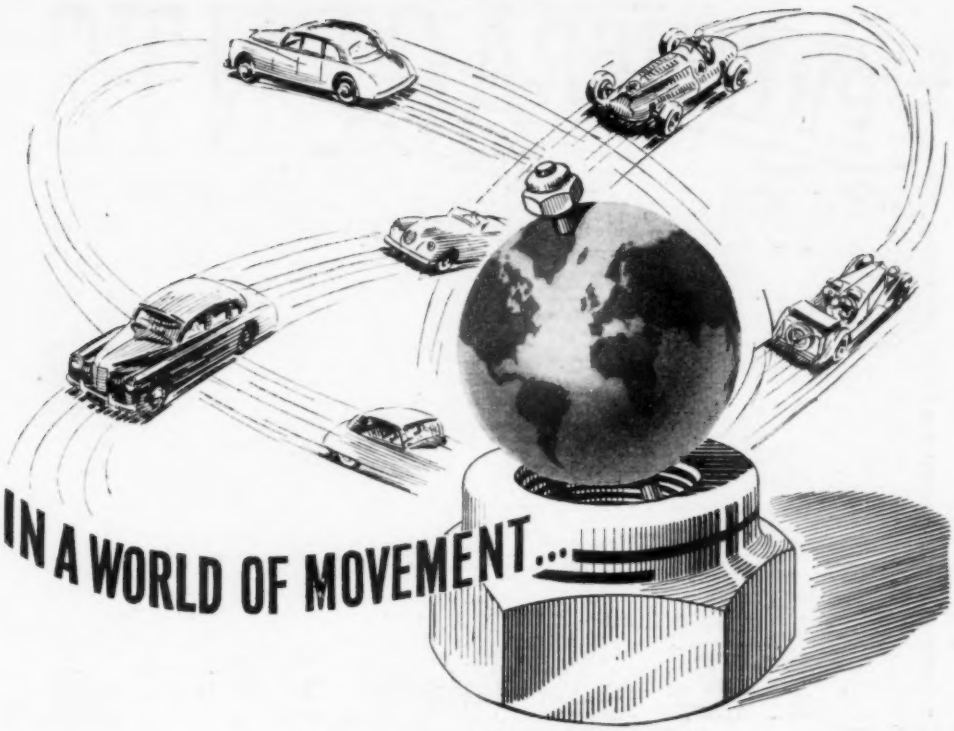
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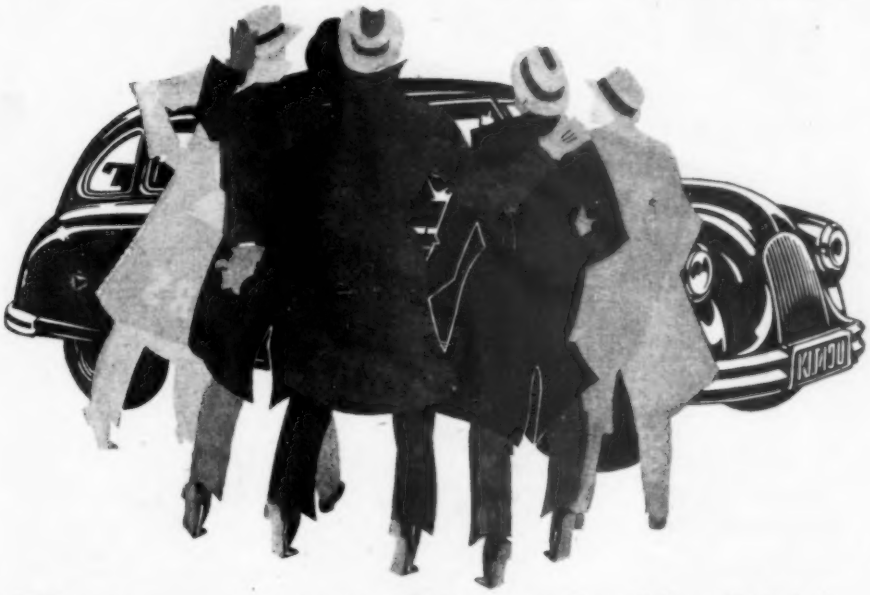
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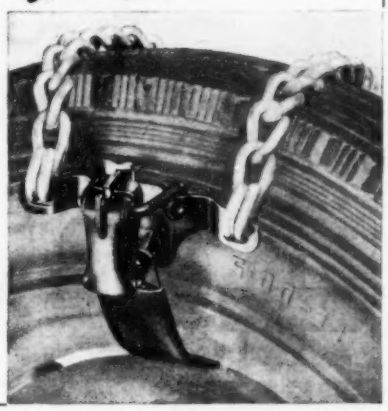
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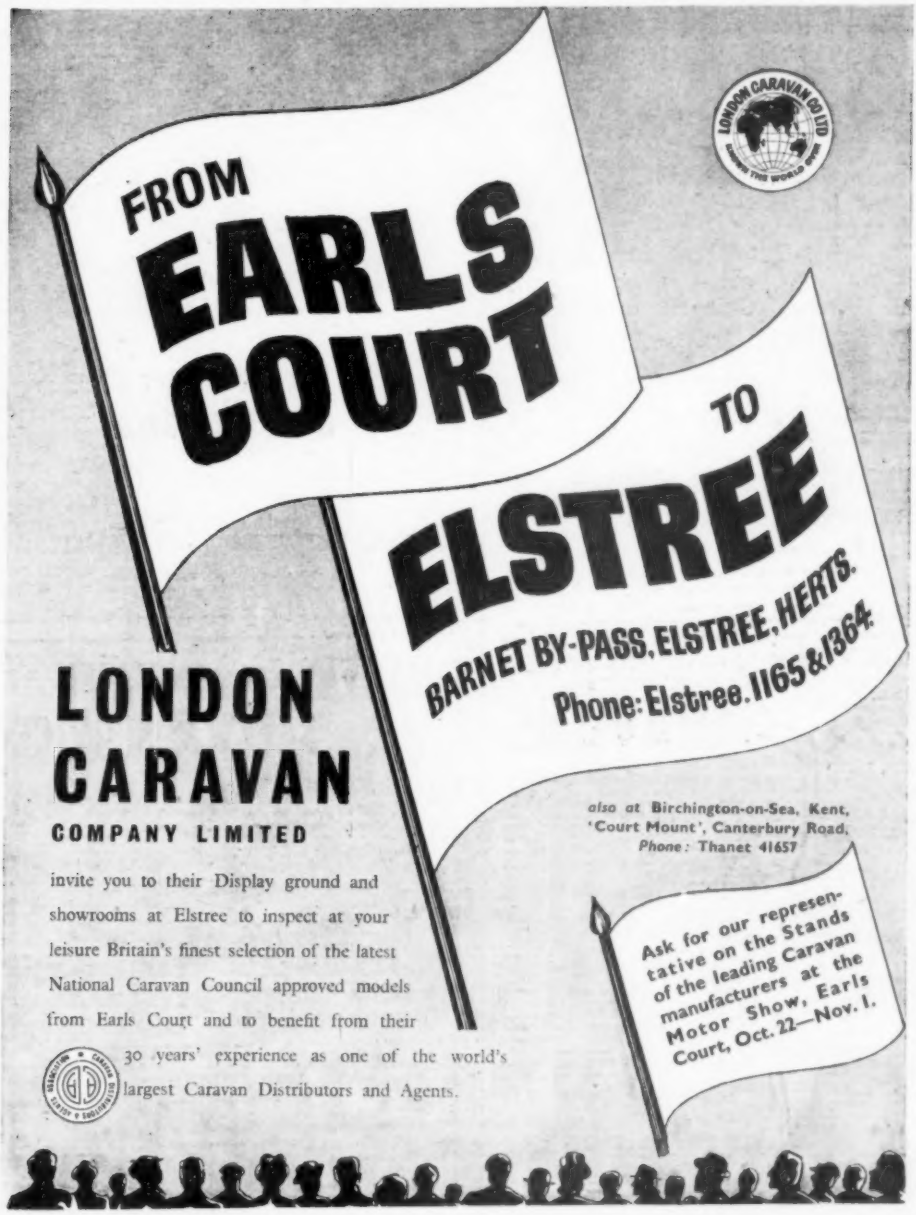
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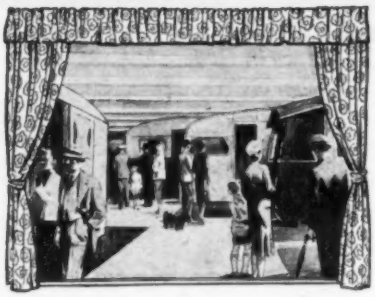
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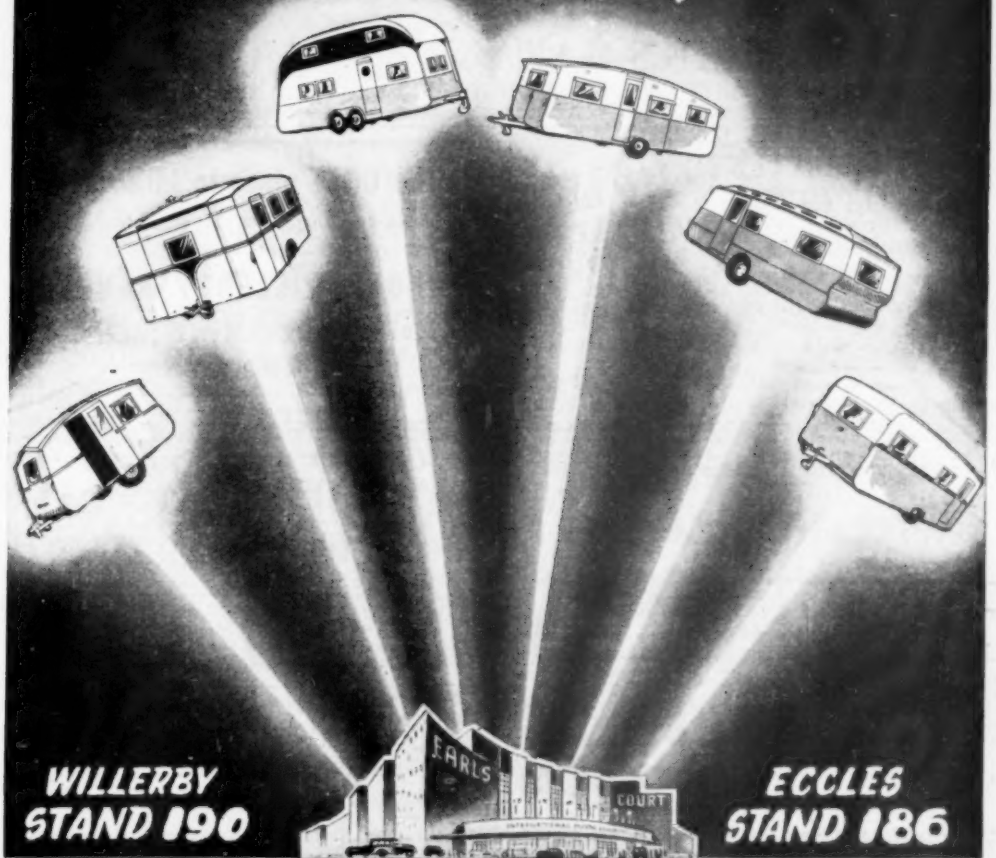
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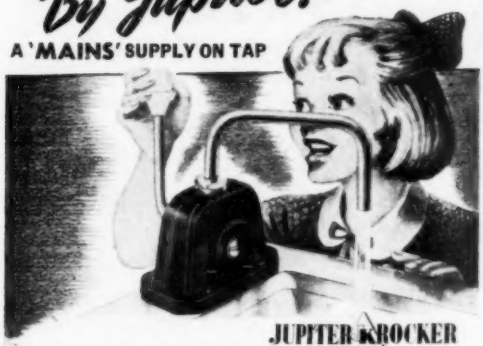
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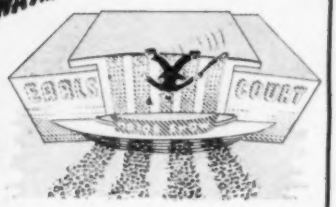
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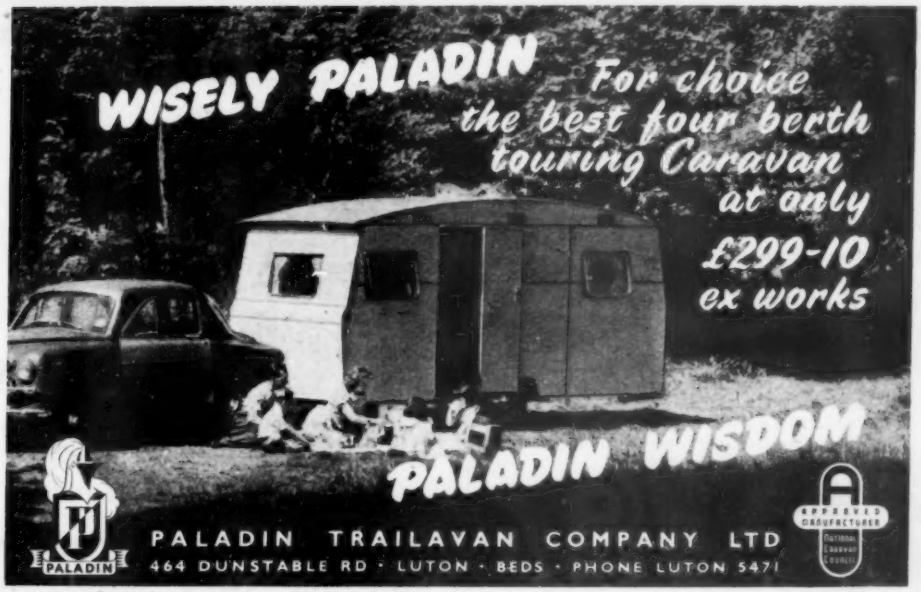
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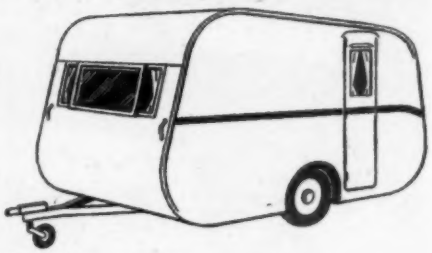
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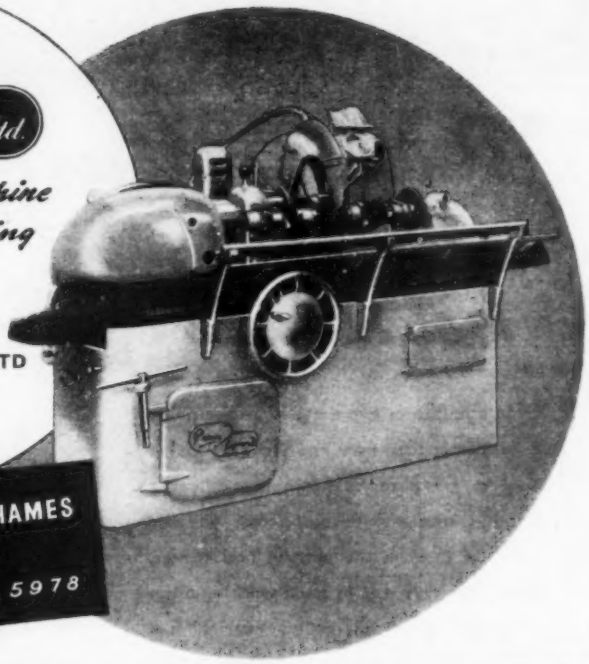
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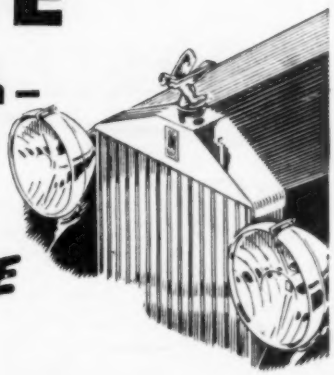


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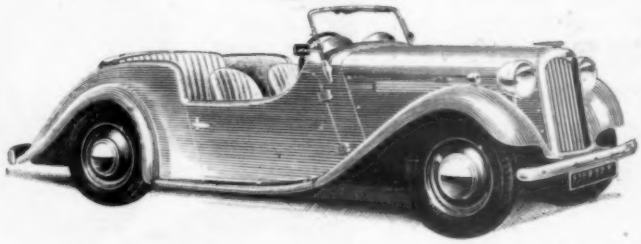
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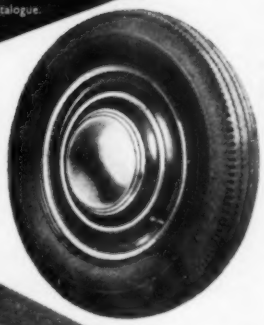
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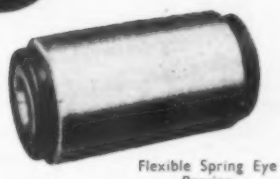
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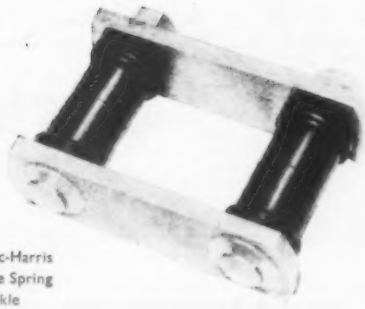
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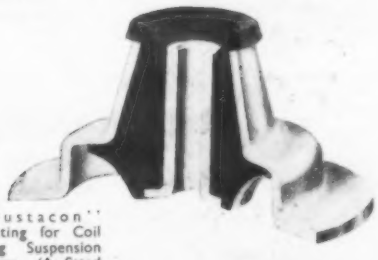
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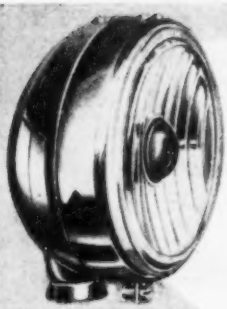
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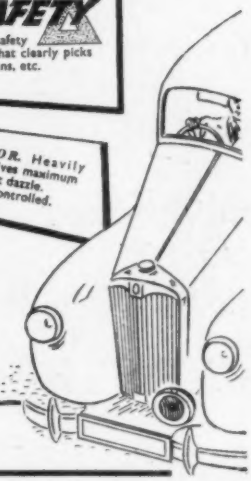
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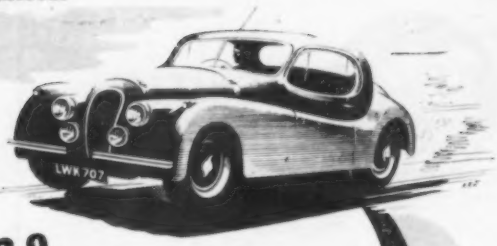


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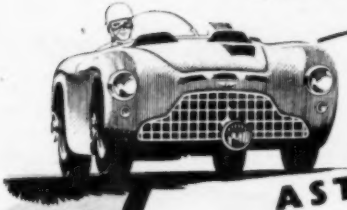
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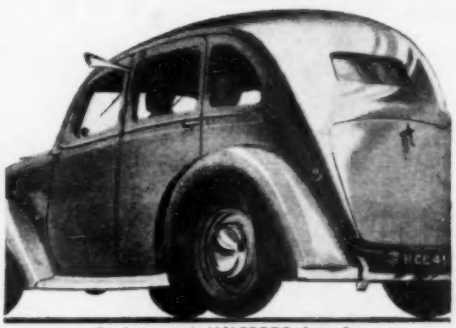
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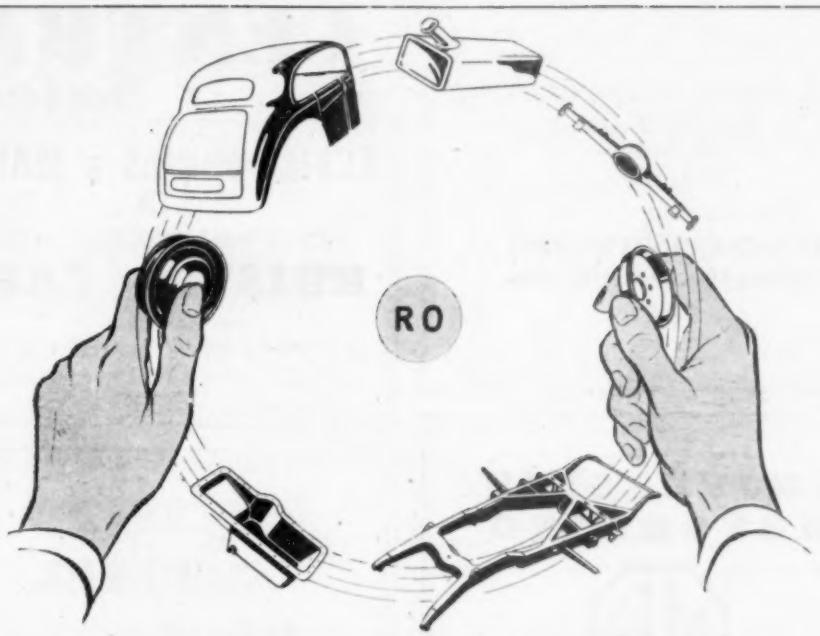
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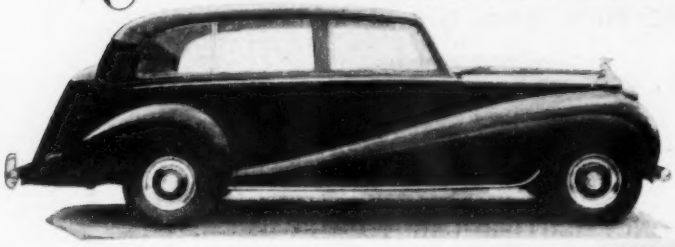
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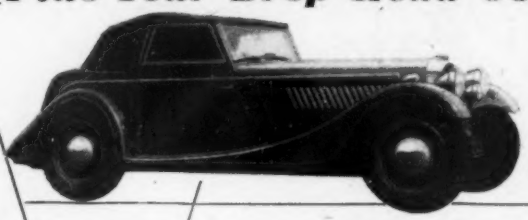
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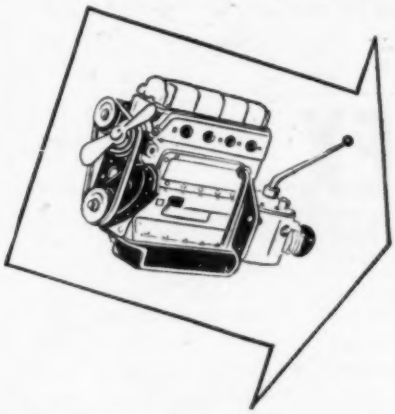
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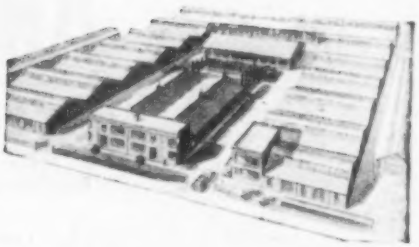
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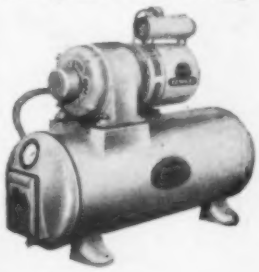
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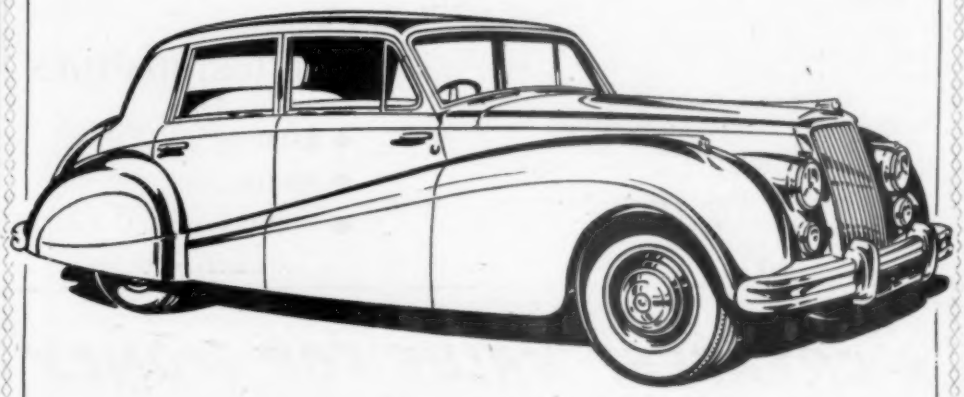


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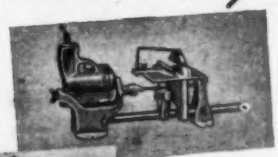
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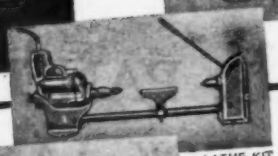
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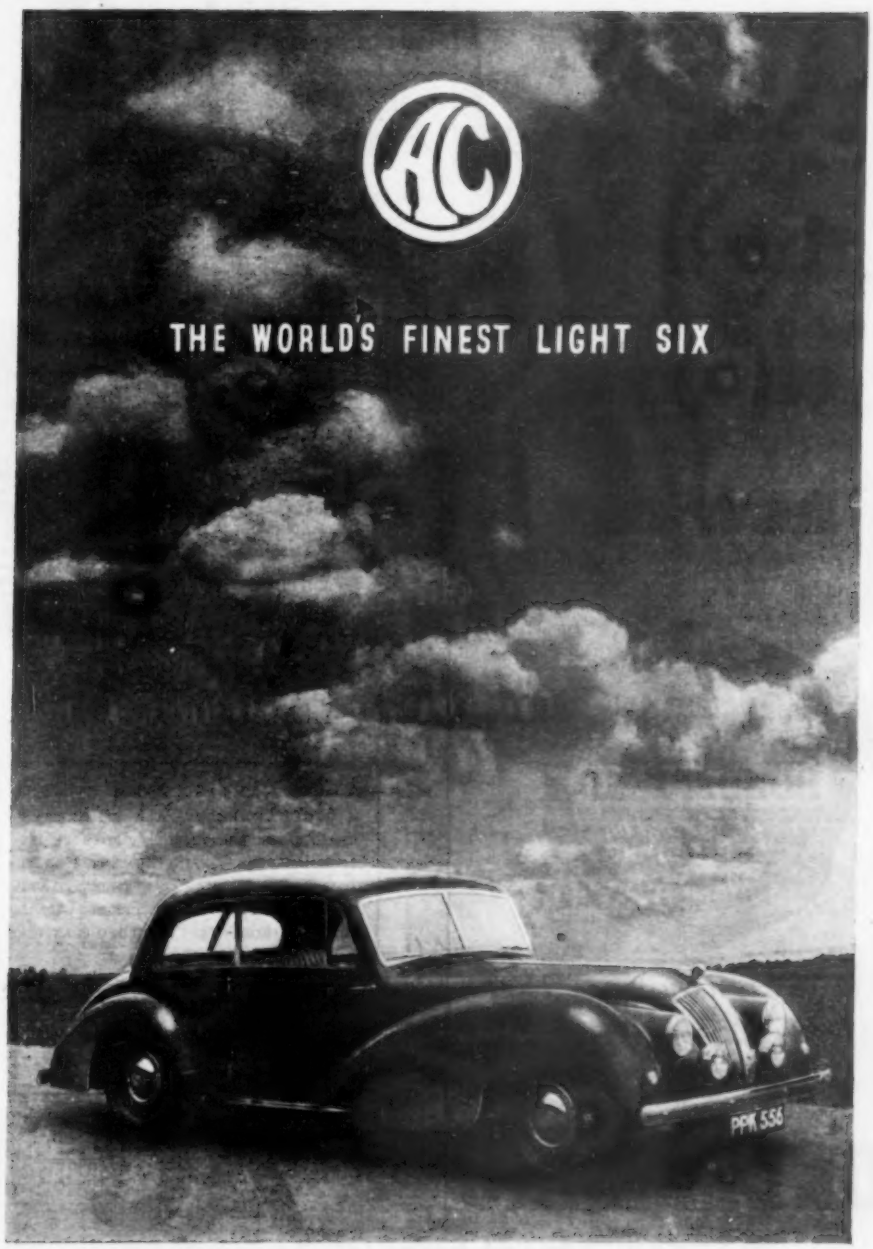


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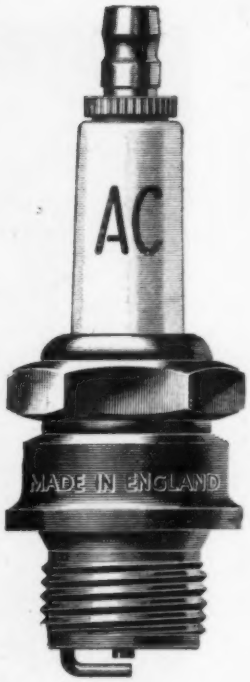
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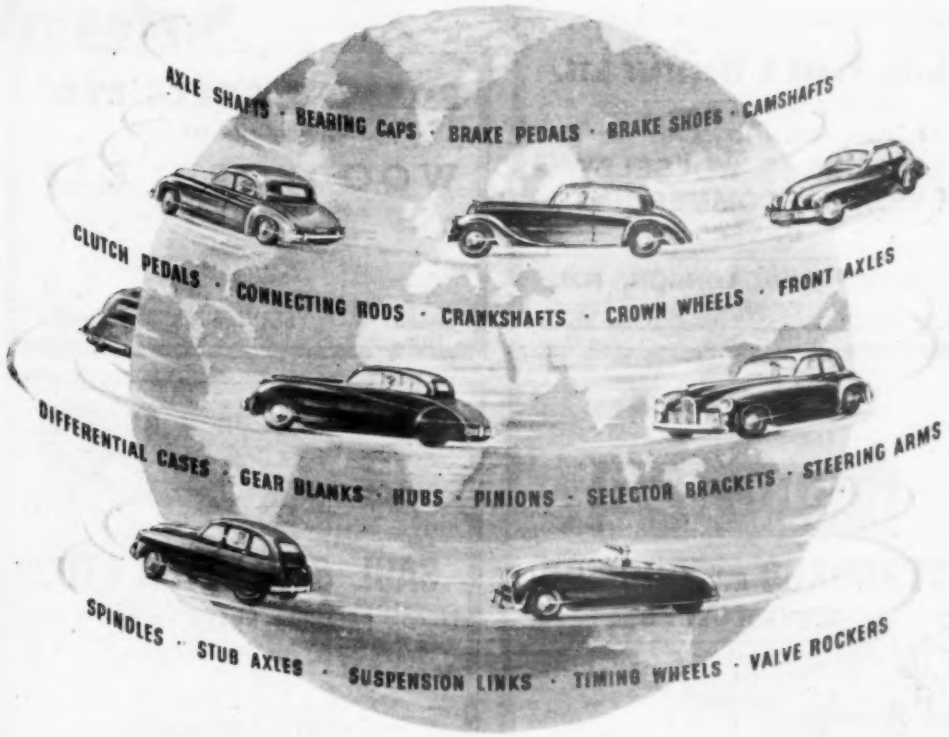
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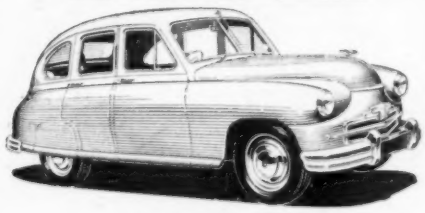
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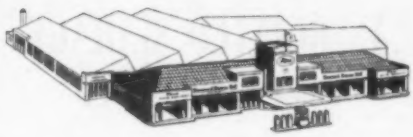
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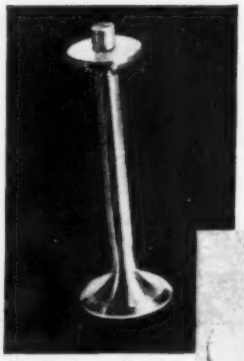
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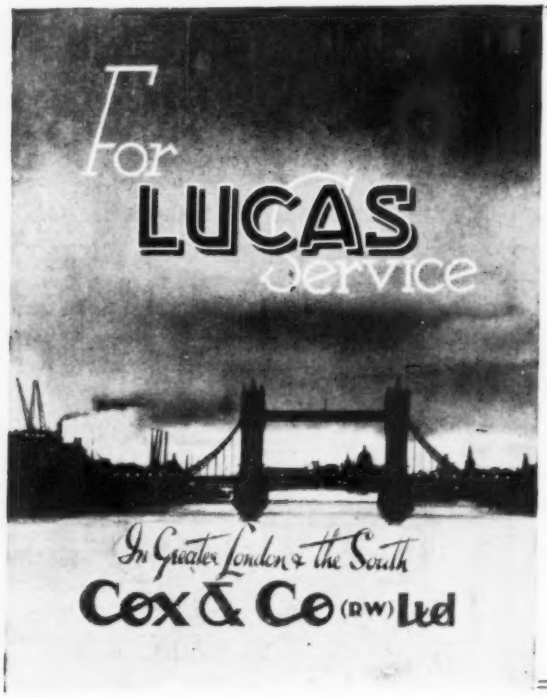
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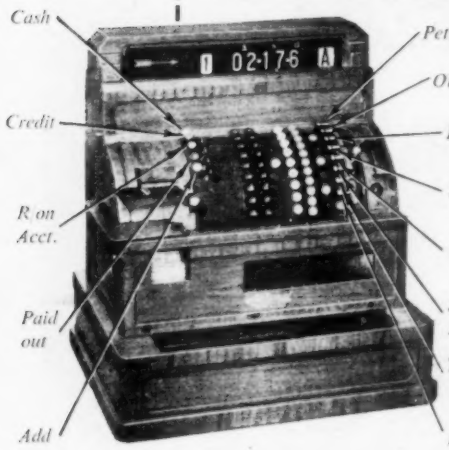
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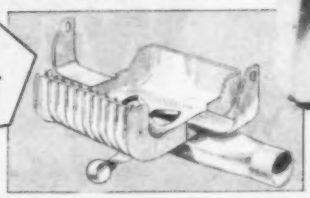
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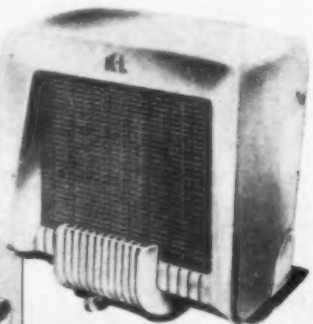
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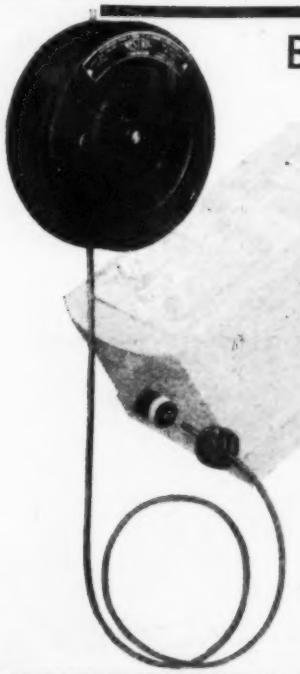
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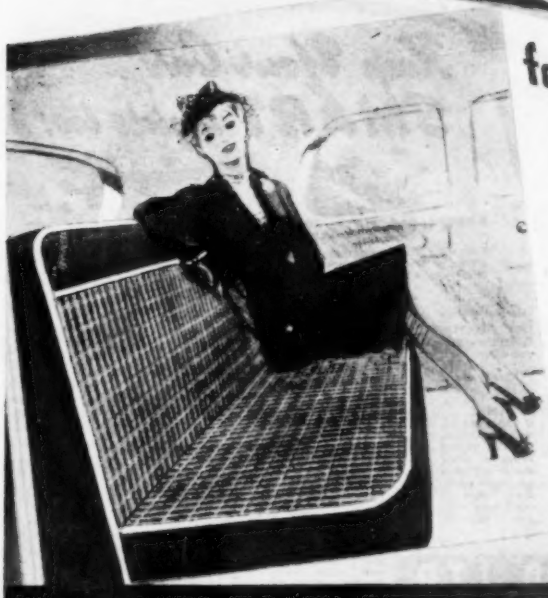
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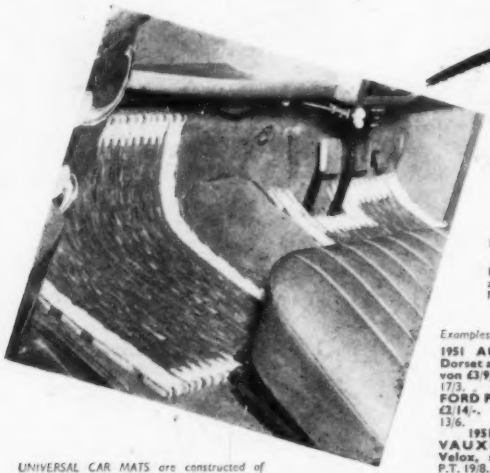
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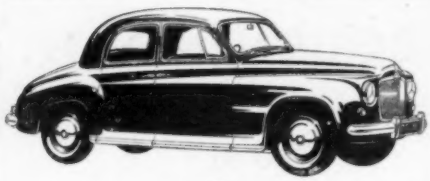
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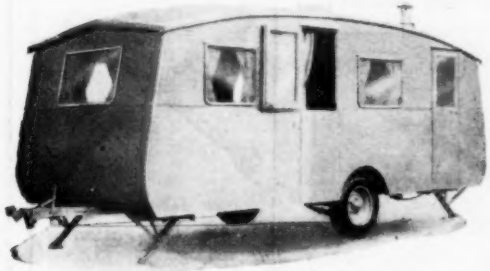


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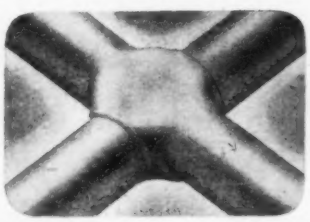
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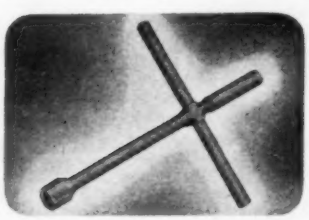
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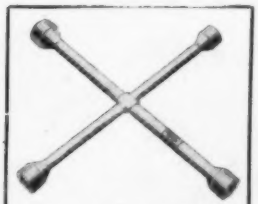




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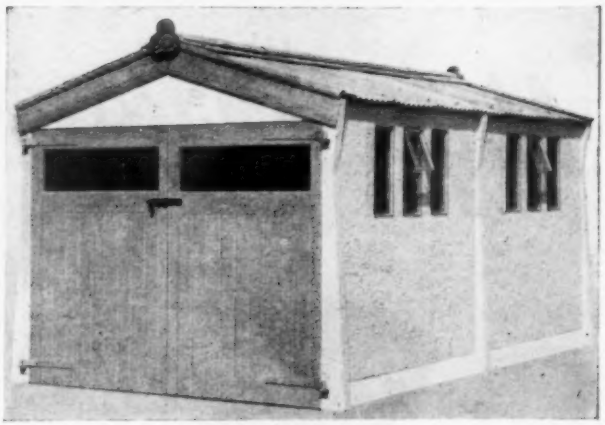
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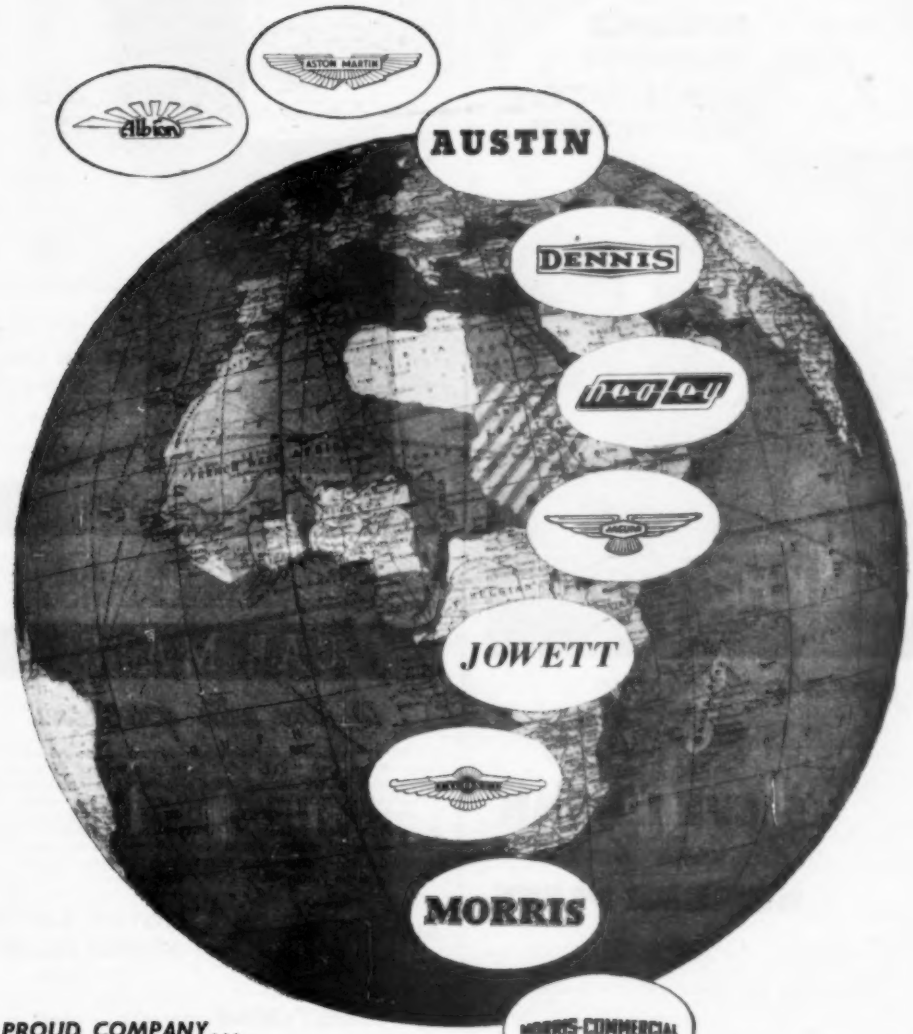


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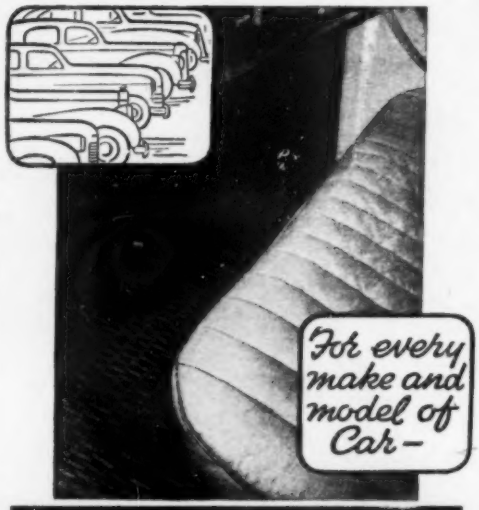
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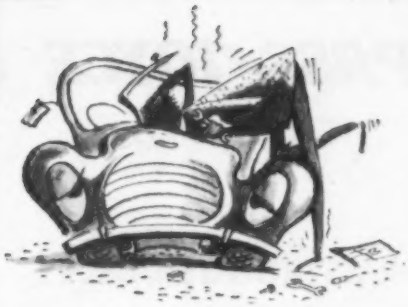
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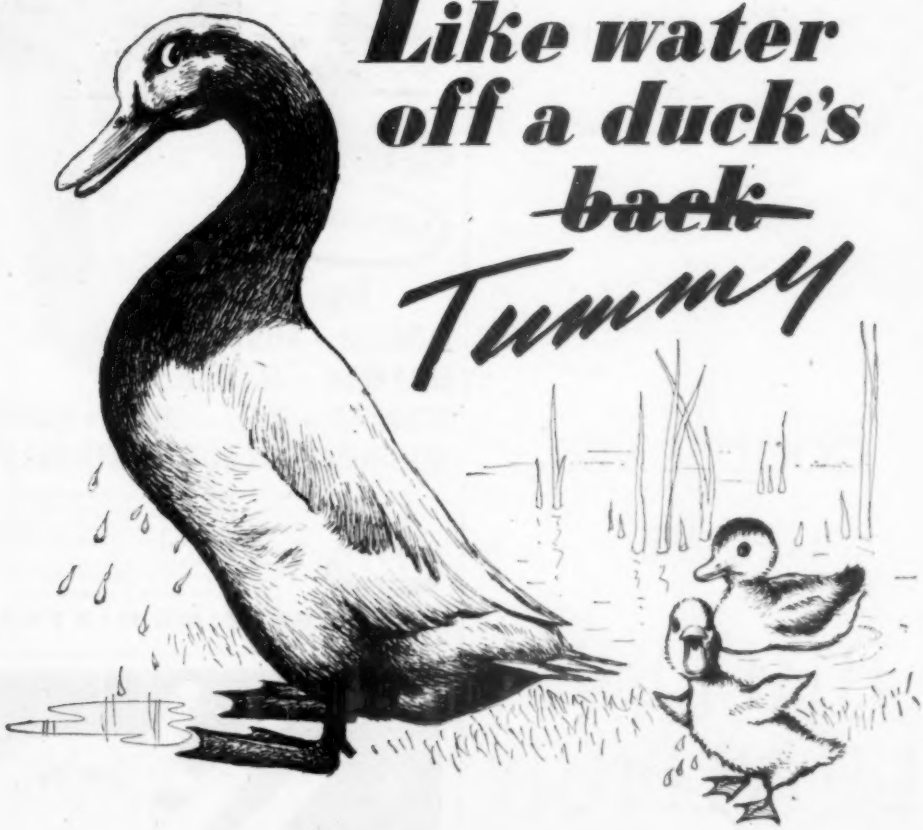
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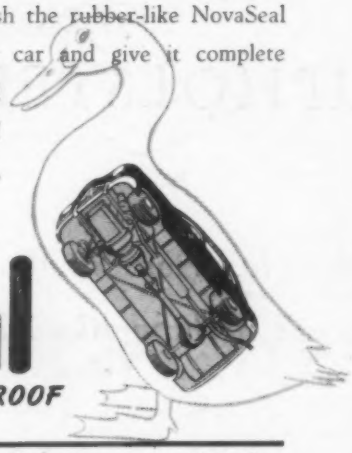
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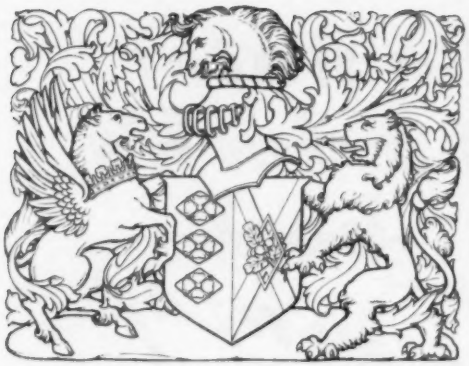
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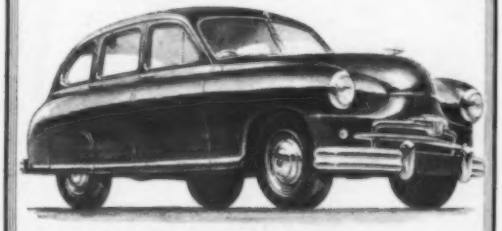
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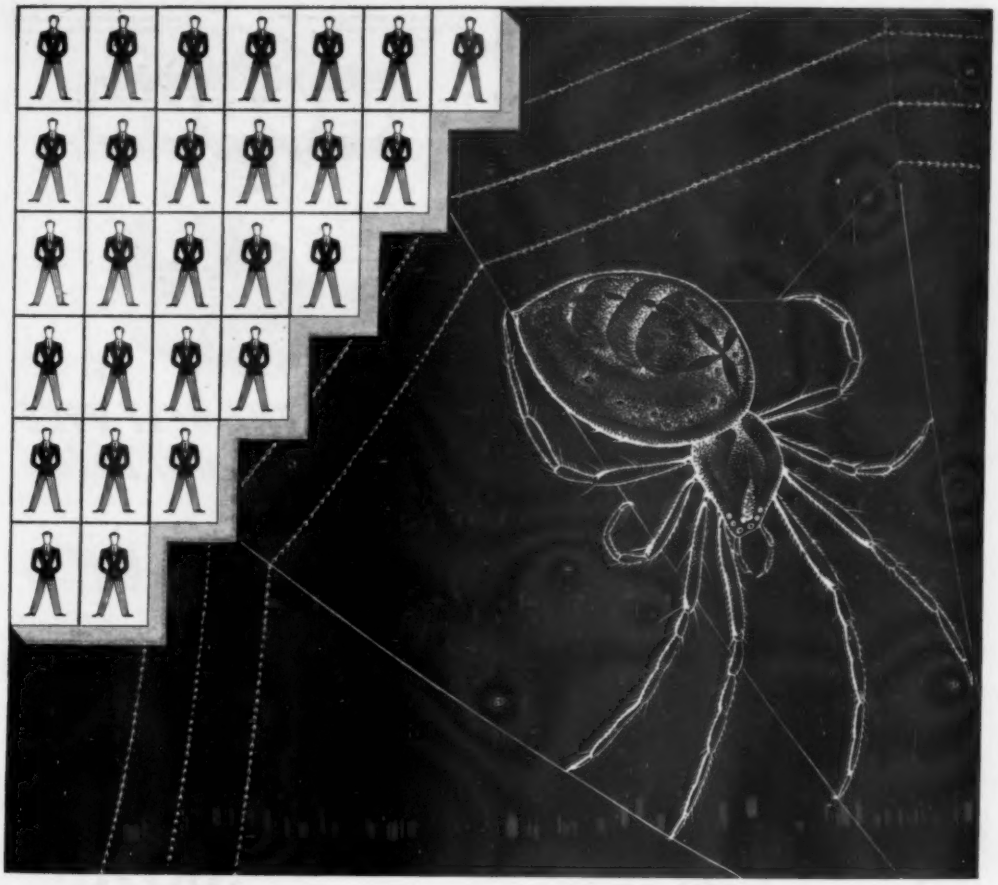




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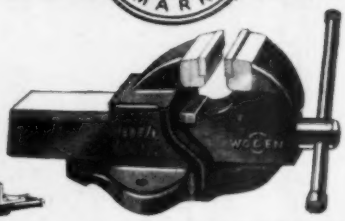
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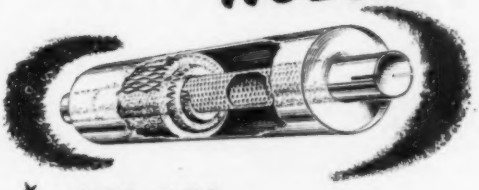
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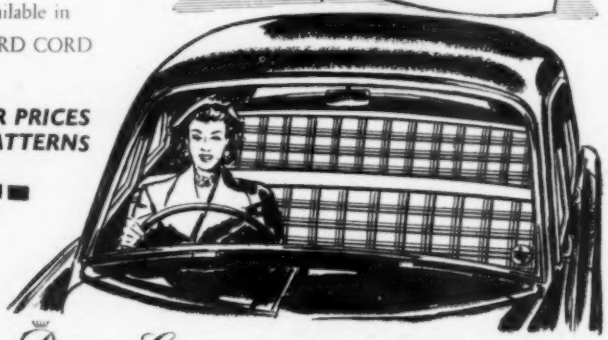
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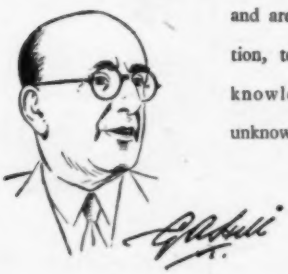
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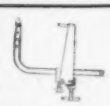
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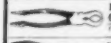
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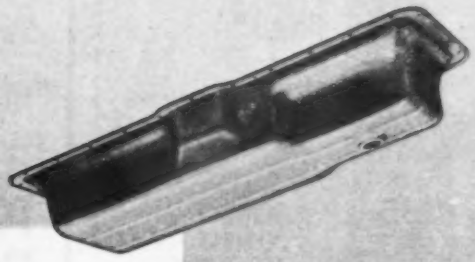


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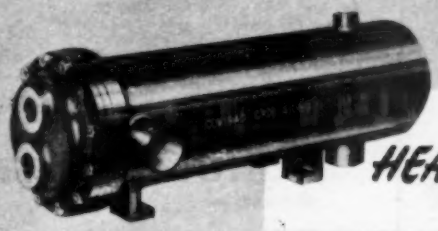
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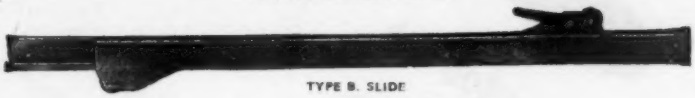
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Autocar Oct. 24

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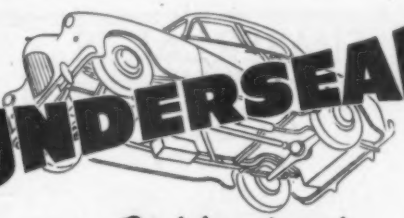
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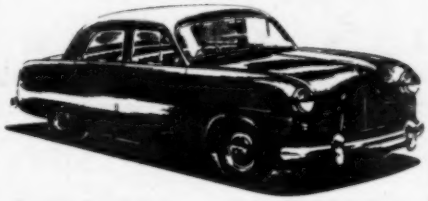
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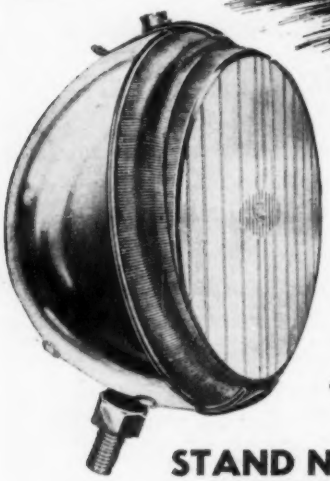
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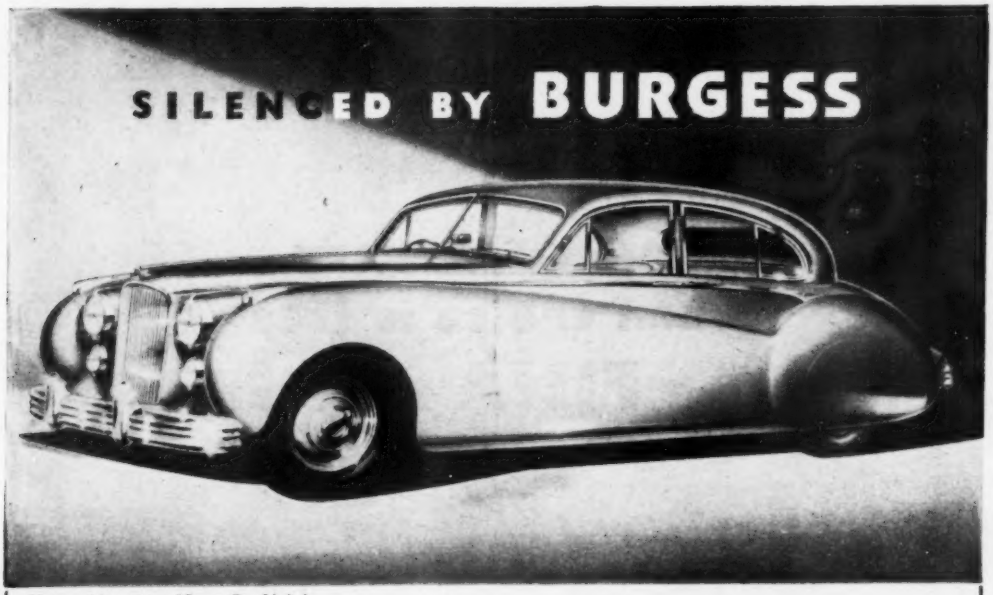
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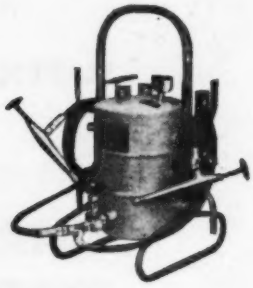
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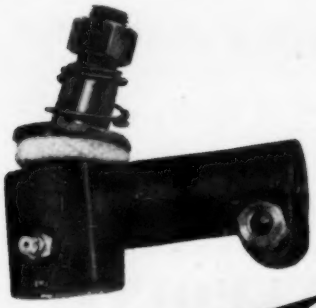
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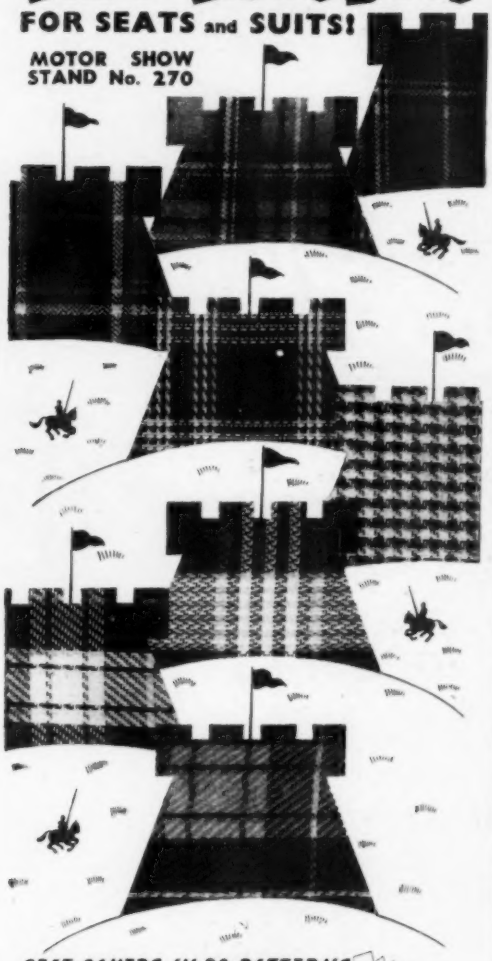
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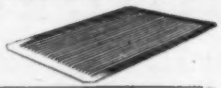
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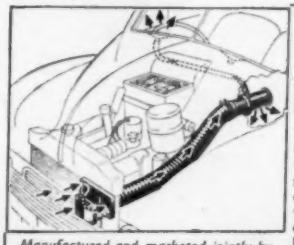


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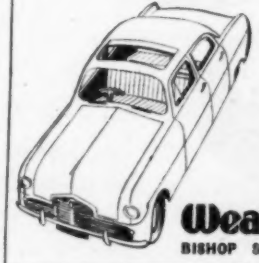
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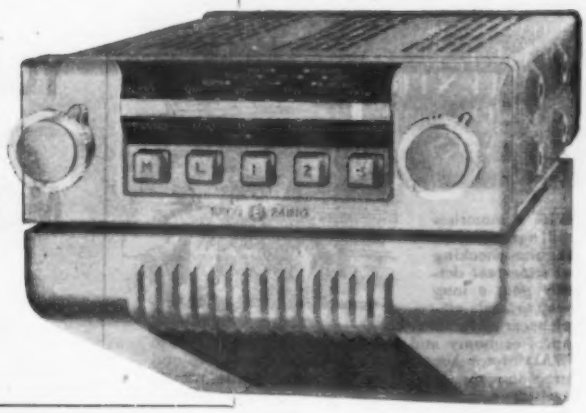
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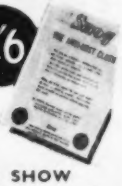
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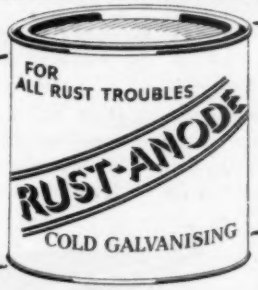
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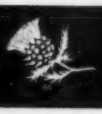
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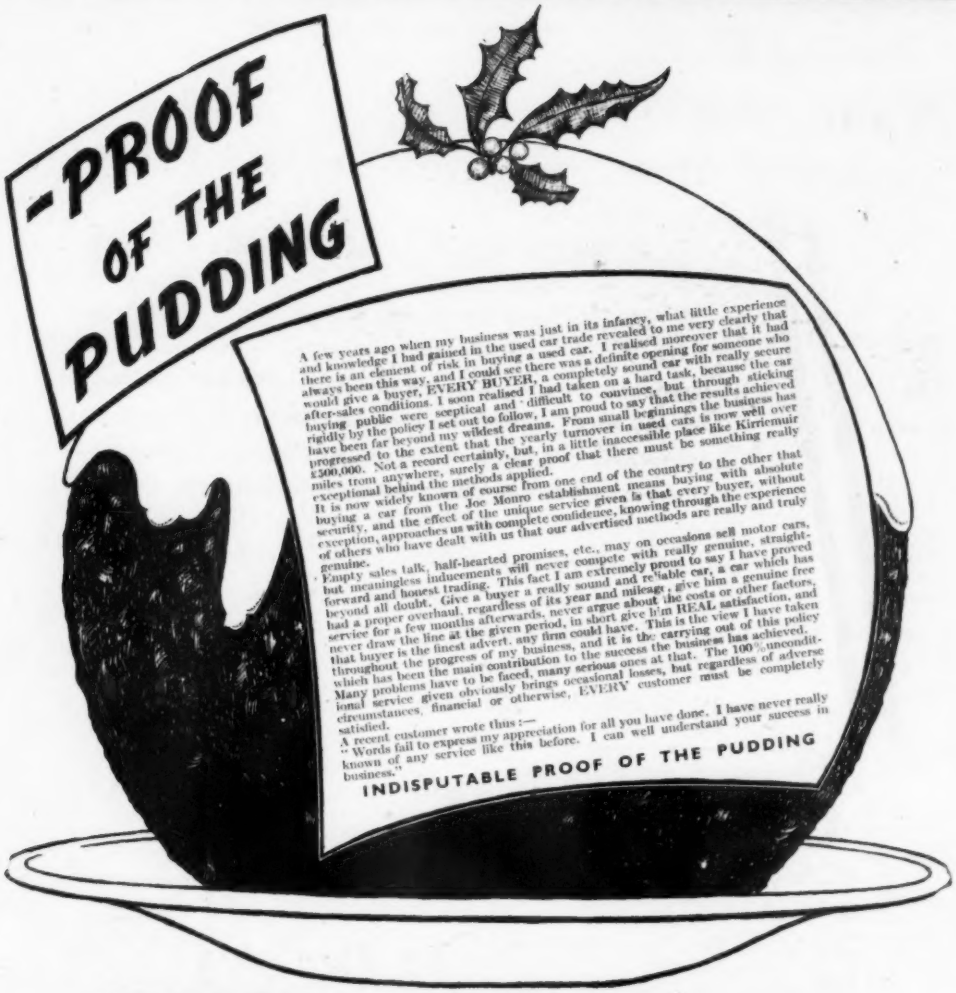
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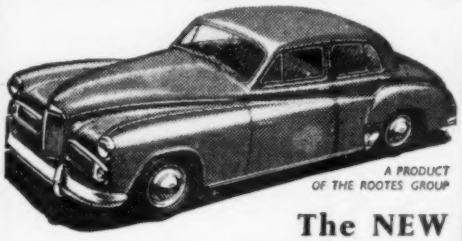
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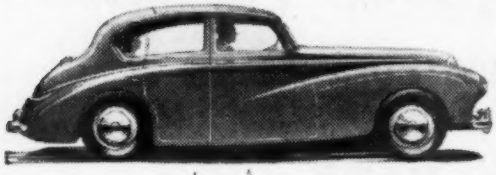
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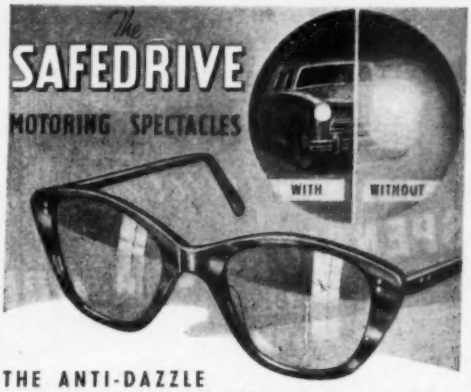
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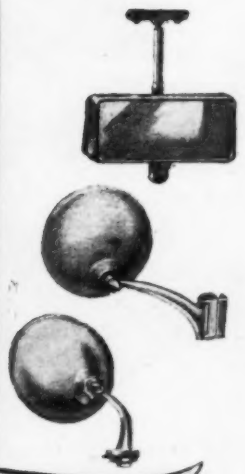
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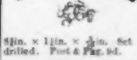
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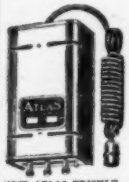
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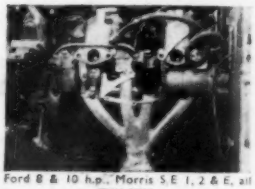
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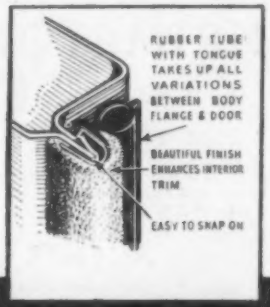


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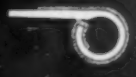




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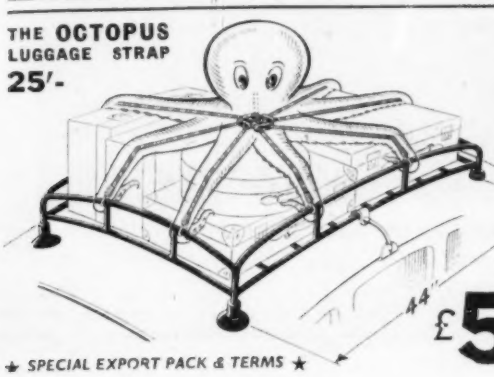
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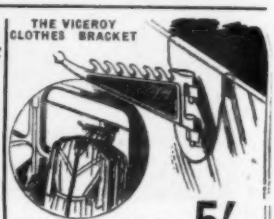
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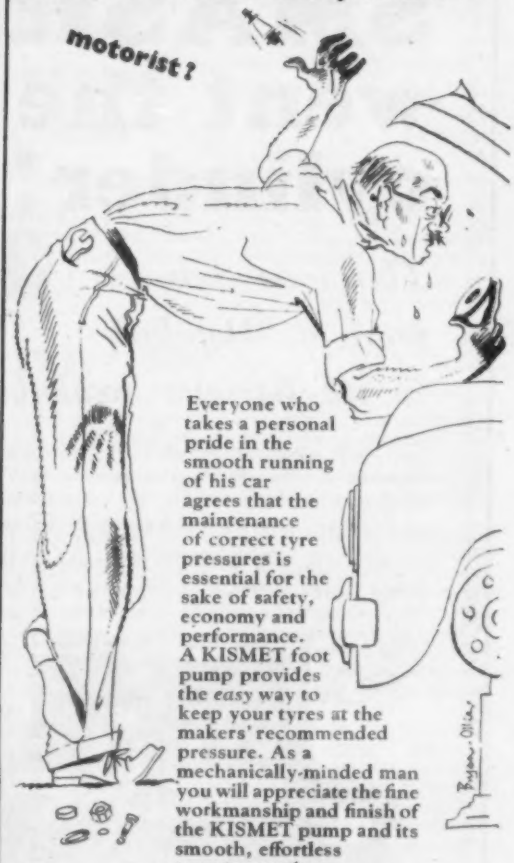
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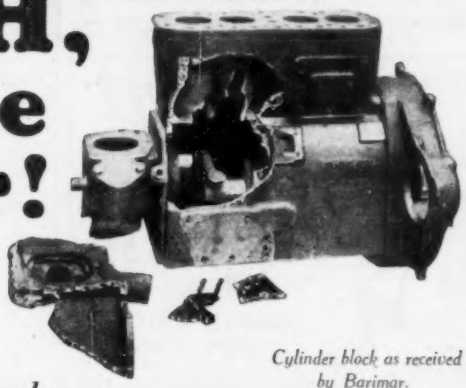
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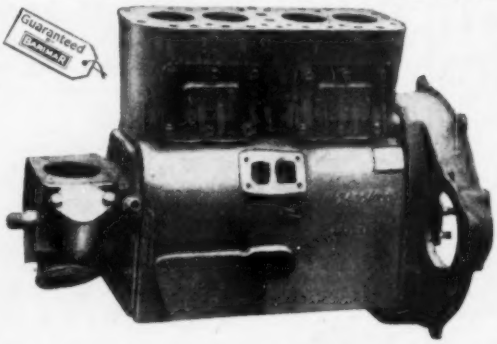


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THE WORLD'S SCIENTIFIC WELDERS

The Autocar

LONDON SHOW REPORT

No. 2969 FRIDAY, OCTOBER 24, 1952 Vol. XCVII

Editor: H. S. LINFIELD. *Midland Editor:* A. G. DOUGLAS CLEASE, B.Sc., A.M.I.Mech.E. *Assistant Editor:* MICHAEL BROWN. *Editorial, Advertising and Publishing Offices:* DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1. *Telegrams:* Autocars, Sedist, London. *Telephone:* Waterloo 3333 (60 lines). BRANCH OFFICES at COVENTRY, BIRMINGHAM, MANCHESTER and GLASGOW.
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A SHOW OF CHARACTER



THE Show is on, and visitors in thousands are pouring through the turnstiles at Earls Court, to prove once again that not even the television set can rob the car of its implicit title of the most desirable of all consumer goods. Man is by instinct and tradition a wanderer, and means of transport have always held a special fascination for him.

How much the ordinary visitor sees at the London Show is a matter for speculation. Not much, probably, beyond the glitter of metallic paints and the soft luxury of leather. It would be a pity, however, to remain unaware of the more interesting, if less obvious, manifestations of Earls Court. Presenting, as the great international shows do, the cars of many nations under one roof, the London Show is an excellent opportunity in which to study how far the cars of a nation reflect the national character, and how far the national character dictates a certain type of car. Most motorists will agree with the answer that they do so to a remarkable degree, in spite of the influence of export markets and their desires, but it is difficult to say where the reflection stops and the dictation begins.

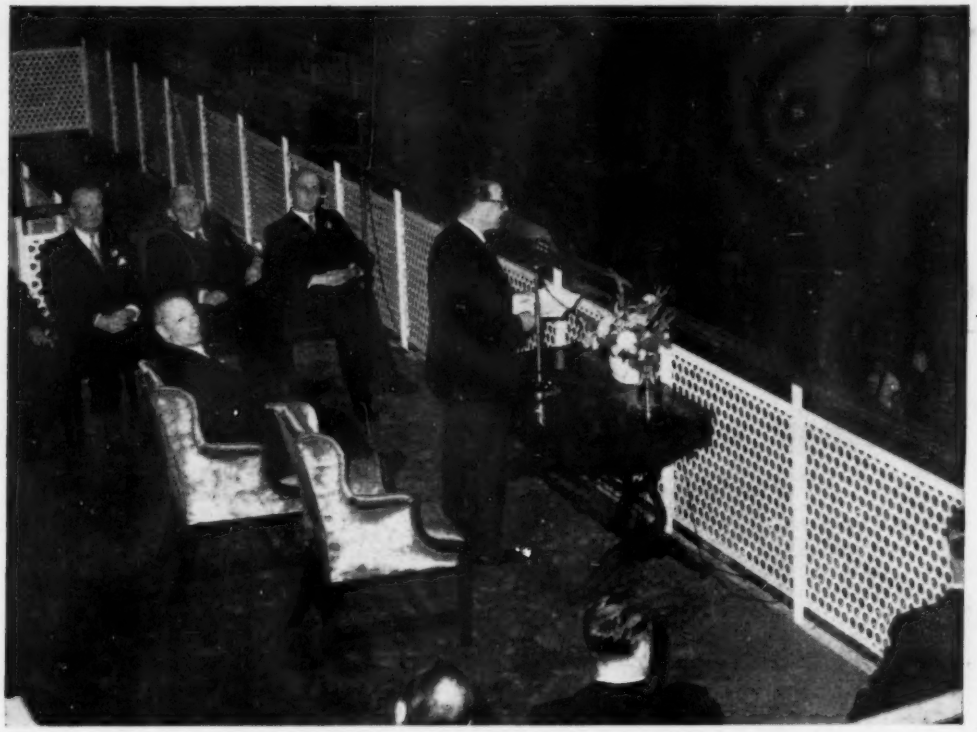
Not that this is of any great importance, the interest lying in the faithfulness to the original. With British cars, this is surely considerable. They are workmanlike, unextravagant, and conservative in appearance, and if a lot is demanded of them they rise to the occasion; these are solid qualities to set beside the fantastic beauty of cars from Mediterranean countries and the rich gaucherie of brutally powered sedans from across the Atlantic. From one side or another invariably comes the accusation that the more striking visitors to the Show are "ahead" of British design. It is an allegation that needs more than superficial appearance to back it, and, indeed, it is doubtful if a precedence should ever be asserted without careful qualification.

An instance of this may make the point clear. Independent front suspension is popularly described as an advance on the older beam axle with half-elliptic springs. It is correctly so described from almost every aspect. Yet there is one point of view from which the adoption of independent front suspension could be described as a retrograde step, and it is that of the tyre manufacturer, who spent time and money increasing the life of his tyres only to find that independent suspension had undone some of his good work. Thus from a single specialized viewpoint, even so acknowledged a boon as i.f.s. may be legitimately described as a drawback.

"British and proud of it" is a slogan which has its detractors, but it is sound enough for the car manufacturer. The British character has given rise to the typically British car, and that car has found favour in many markets. The fact that it has no successful imitators provides a lesson in itself, for if the British manufacturer, over-impressed by other countries' achievements, were to strive closely to imitate their products, it is almost certain that the result would be failure. In that case those who now buy British because the British car appeals for its own sake would tend to turn to the model rather than to its imitator.

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Lord Alexander speaking at the London Show on Wednesday, when he performed the opening ceremony. Behind him is seated Mr. Henry Spurrier, the President of the Society of Motor Manufacturers and Traders.

THE LONDON SHOW

THIS YEAR'S EXHIBITION REVEALS A LIVELY AWARENESS OF PROBLEMS

WHEN the doors of Earls Court opened on Wednesday morning the annual picture of the British motor industry was presented to the public in its best-appreciated form of cars, cars, and more cars, spotless and brilliant in the flattering setting of Show stands and potted begonias. It is a most attractive picture that successfully avoids monotony even after many years.

The picture is, as might be expected, very different from the one that was sketched by the theorists immediately after the war. At that time there were too many people over-impressed by American production methods as revealed by their war material output. In any planners' pub—not Bloomsbury these days, but deep in the country, and nothing more than an ale-house—the conversation was half Abercrombie and half Archimedes, and for the motor industry this was supposed to mean one model produced in millions so that every occupant of brave new Britain drove from new town to old town looking like every other occupant, while the rest of the world clamoured to possess this car of the century. One or two factors were overlooked in this pipe dream, notably the new age of poverty for G.B., but it says much for the good sense of Britain that the impossibility of the prospect was quickly realized, and for the resilience of the motor industry in quickly reversing the trend towards standardization of models while appreciating and making use of it in the standardization of components and accessories.

The picture today, then, is of an industry producing a diversity of models at the rate of about half a million a year, which figure should be borne in mind when contemplating the average U.S.A. annual car production of about 5,000,000, because the contrast shows the impossibility of competing with the transatlantic colossus in her own field owing to the difference in size of the market. To enlarge her market, and for familiar economic reasons, Britain is forced to look beyond these shores, and the demands of the world are many and varied. Many overseas countries, too, have a social system that gives rise to a small, rich minority and a

poor majority, and in these countries the reception given to strictly utilitarian models is hardly likely to be enthusiastic. Cars have *cachet* value, and individualism has, therefore, a bigger sales value than perhaps it ought.

It seems doubtful if any country will now succeed in producing a four-wheeled vehicle that will come within the buying range of a great new mass of the world population, owing to the much higher costs of the raw materials (which include labour) required for its production. Ford's £100 Eight of the inter-war years was produced at a time when wages were low in steel and coal production, and when such materials, particularly coal, were more easily extracted than they are today. There were fewer pressing problems of survival, also, and mankind was able to divert more time and thought to semi-luxuries, in which category the purely "private" car must always remain. Nowadays he is obsessed with the problem of feeding the ever-growing millions of this planet, and the result in the motor industry, for one, is that much material goes into tractor production. It is perhaps not generally realized how big the tractor industry is in Britain; in 1951, 137,387 machines of this category were manufactured.

Marginal

Today's smallest and cheapest cars represent a considerably greater strain on the pocket than did the £100 Ford or the £120 Morris Eight of the 'thirties, but this does not prevent them from being excellent value for money. The two notable examples are the Morris Minor and the Austin Seven, both of them products of the same manufacturing group, the newly founded British Motor Corporation. Indeed, an 800 c.c. o.h.v. power unit is shared by the Austin Seven and the export four-door version of the Minor, though with individual development by each factory, and is termed the B.M.C. unit; eyes are only just becoming accustomed to the new set of initials in a world that has a craze for such things. Both these models are up to date in design, having independent front suspension and integral body-chassis construction. Ford's Anglia, in the same class, retains the more traditional half-elliptic springing and a side-valve engine, and motorists are turning towards Dagenham in expectancy of a new small model.

In the medium sizes the choice from Britain is very extensive indeed, and the variety in this field is evident all round the Great Hall at Earls Court. The price range is agreeably wide, varying from about £500 basic to the £2,000 of the superb Bristol Type 401. The market "net" is cast very wide in this range and the response has been good from all over the world.

In the neighbourhood of 3½ to 4 litres of engine size, production is smaller but equally varied. Humber's Super Snipe, the new version of which was described last week, has long held a special niche here, and a new one has been carved for Britain in the fastest field by the Jaguar Mark VII saloon and XK120 sports model. Each is powered by the XK120 engine, a brilliant design that has no peer as yet. A newcomer to this field is, however, the 3.4-litre Armstrong Siddeley, and extensive road experience of this car is eagerly awaited.

Upper Class

Beyond this category—though not in engine size—come the really superb examples of automobile engineering emanating from the Rolls-Royce and Bentley organization, and from the Daimler company of Coventry. Their products are world-famous, and attention need only be drawn to the Continental version of the Bentley sports saloon, a car capable of well in excess of 100 m.p.h., vivid acceleration, and with superlative comfort. With this new model the Bentley resumes an honoured place amongst the world's fastest cars.

Such, briefly, is the London Show picture today, highlighted by contrasting examples of foreign manufacture. The visitor will be attracted to the stands of foreign manufacturers because of the rarity of the opportunities for studying these products. He might be directed to the Fiat stand for an examination of the new 1900, and to the 2-litre Hotchkiss-Grégoire, with its flat-four engine and all-round independent suspension. The Spanish Pegaso has received much advance publicity, deservedly, for it is a very original design and is of striking appearance. Note the five-speed gear box and the use of a de Dion back axle. America retains her basic post-war designs with revisions to catch the customers' eye and appeal to his imagination, and her cars form an almost awe-inspiring reminder of the wealth and power of the no longer "New" World.

On the following pages is *The Autocar's* customary analysis of the developments revealed by this year's Show, followed by a stand-to-stand description of the exhibits in the cars, coachwork, accessory, caravan and car radio sections. Complete separate descriptions of two new Show models—Healey and Triumph—appear later in this issue.

. 1952

The new Humber Super Snipe is tastefully displayed on the popular ruffled velvet ground. This very big car successfully avoids an overblown appearance by the excellence of its styling, which conforms to the Rootes Group pattern.



A Vital Shop Window

. . . . says the

S.M.M.T. PRESIDENT



THE Motor Show at Earls Court is always one of the most popular and outstanding events of the year. On this occasion the exhibition is also endowed with a particular significance for its organizers, the Society of Motor Manufacturers and Traders, for it is presented now in that association's Jubilee Year. It is my privilege at this time to hold the Presidency of the Society, and to play my part as such in helping to further the interests of the industry throughout the world. This is a function which, in its own sphere, *The Autocar* has been doing for a considerable number of years, and I am glad to make this contribution to its columns.

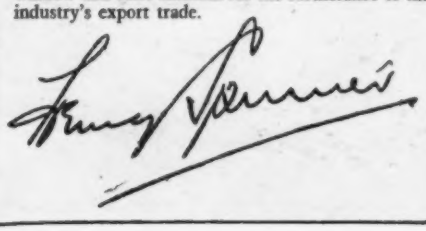
The British car industry remains a power in the export trade of the nation, makes its own essential contribution to the defence programme, and labours to relieve, so far as it is able, the shortage of vehicles on the home market.

In its shipments of cars to the world in the first eight months of this year it achieved the export rate of 80 per cent and has earned just over £80 millions in overseas currency by so doing. The rate of output has long been retarded through lack of supplies, though manufacturers are thankful that they are now able to see the prospect of greater availability in the immediate future. Costs remain their chief concern, for the days of easy sales have disappeared and competition abroad is growing.

The prescription needed is based upon quite a simple formula—greater and more economical output coupled with the essential ingredient of an active and vigorous overseas sales approach. So far as it rests with the industry I am quite sure that their organizations will again be more than equal to the task. The matter of costs is one inherently dependent upon Governmental policies at home and abroad.

Inevitably our cars cannot for ever be shipped in the volume demanded by a buyers' market, but the industry has built up what can and must be a lasting trade of substantial proportions.

The 1952 Motor Show, with the attention it draws from buyers in all parts of the world, is a vital shop window and sales medium for the furtherance of the industry's export trade.



Engines

OVERHEAD-VALVE engines have consolidated their hold as standard equipment in Europe and also in America. The new Humber Super Snipe has overhead valves and so have the new De Soto and Lincoln V Eights. The latest six-cylinder Ford from Detroit also has o.h.v.

● *The hemispherical head with inclined valves, as used on racing engines, is becoming popular on everyday cars. With twin overhead camshafts, chain driven, it is found on Lagonda, Jaguar, Alfa Romeo and Aston Martin. The Pegaso has two camshafts driven by gears. Twin camshafts in the crankcase working the valves through push-rods are used by Riley and Lea-Francis.*

● With the new Sapphire, Armstrong Siddeley join the ranks of manufacturers who operate two banks of valves in hemispherical heads through push-rods and rockers from a single camshaft in the crankcase. Others are Frazer-Nash, Bristol, Peugeot, Lancia, Dodge, De Soto and Chrysler.

● *There are many developments in carburation this year. Solex have an altitude control to correct the mixture at high altitudes and some of the new American cars have complex four-barrel carburettors in which two chokes are brought into action only when full power is needed. Other American features include a carburettor enclosed inside the air cleaner to reduce bonnet height and carburettors with transparent float chambers.*

● Ignition distributors now have diaphragms connected to the inlet manifold to supplement the centrifugal timing control and on American cars the ignition systems are often completely waterproof.

● *Pressure cooling systems raise the boiling point of water or coolant and are found on many modern cars. The header tank is sometimes separated from the radiator block to reduce bonnet height; see the new Triumph sports model, for example. Air cooling is popular in Central Europe, but is a rarity at the London Show, although it can be seen on the Dyna Panhard.*

● There has been a steady trend towards larger engines in British cars, but it may now be checked by the very high price of fuel. The Humber Super Snipe goes up from 4,086 c.c. to 4,138 c.c. and Armstrong Siddeley enter the 3½-litre category with the Sapphire. The Austin Seven is 800 c.c. instead of the former 747. The biggest engine in the Show is the new o.h.v. Lincoln V-eight of 5,480 c.c., narrowly beating the Daimler Straight Eight of 5,460 c.c. The smallest engine is the ever-popular Fiat 500C of 570 c.c.

● *The Austin A.90 2.6-litre, four-cylinder engine is the power unit for two new British Sports cars, the Healey Hundred and the 2.6-litre Frazer-Nash.*

● Reduced piston speeds at high engine revolutions are now being obtained by engines with bigger bores and shorter strokes. The Vauxhall Wyvern and Velox have new "over-square" engines. Ford Consul and Zephyr are further British examples.

● *The V-eight is rapidly becoming the standard engine layout in America. Since last year it has been adopted by Dodge and De Soto and is already in use by Cadillac, Chrysler and Studebaker, Ford, Mercury and Lincoln.*

● European engines notable for their compactness are the flat-four Javelin (also used in the Jupiter) and Hotchkiss-Grégoire, the flat-twin Dyna and the V-six Aurelia. There is no V-twelve in the Show this year.

Transmissions

THE galleries reveal two interesting British transmission developments, the fully automatic Hobbs transmission and the Lockheed Manumatic clutch control which permits gear changing on a conventional transmission simply by moving the gear lever, without touching the clutch pedal.

● Automatic transmissions are already available on the great majority of American cars, and European factories are giving the subject close attention. Rolls-Royce and Bentley have decided to offer a special adaptation of the famous General Motors Hydramatic transmission. From France comes the Dyna Panhard, which can have the Swiss-designed Kreis gear box as an optional extra.

● *Although not fully automatic, the Cotal gear box gives electric engagement of gears by a finger-tip switch; it can be fitted on the big Hotchkiss, the Delage, Delahaye and the French Ford Vedette. The latest version has a fluid coupling to provide a smooth getaway from rest.*

● At present, most automatic transmissions are costly and may cause increased fuel consumption, but most American drivers are prepared to pay a considerable supplementary charge to get them. The Hydramatic automatic box with fluid coupling is offered on Pontiac, Oldsmobile, Cadillac, Lincoln and Kaiser.

● *A torque converter with two-speed gear box is offered in various forms by Buick, Chevrolet, Packard and Studebaker; Ford and Mercury offer an hydraulic torque converter with three-speed automatic gear box, and the latest Chrysler has a torque converter with a four-speed gear box.*

● The British four-speed preselector gear box with fluid coupling is used by Daimler and Lanchester. Armstrong Siddeley use a similar gear box without the fluid coupling and have this year added electric preselection on the new Sapphire.

● *The Laycock de Normanville hydraulically engaged overdrive is an easy way of gaining an extra choice of gear ratios by a simple extra movement of the gear lever. Makes now offering it include Jensen, Standard and Triumph. On American cars not fitted with automatic transmissions, the three-speed synchromesh gear box sometimes has the addition of an overdrive engaged by releasing the throttle pedal momentarily. The Nash Healey and Healey Hundred have electrically engaged overdrives.*

● European gear boxes may have three, four or even five speeds, an



A white Jowett Jupiter with a black hood has something of the smartness of white tie and tails, a piquant contrast. Body modifications have given the Jupiter an external luggage locker.

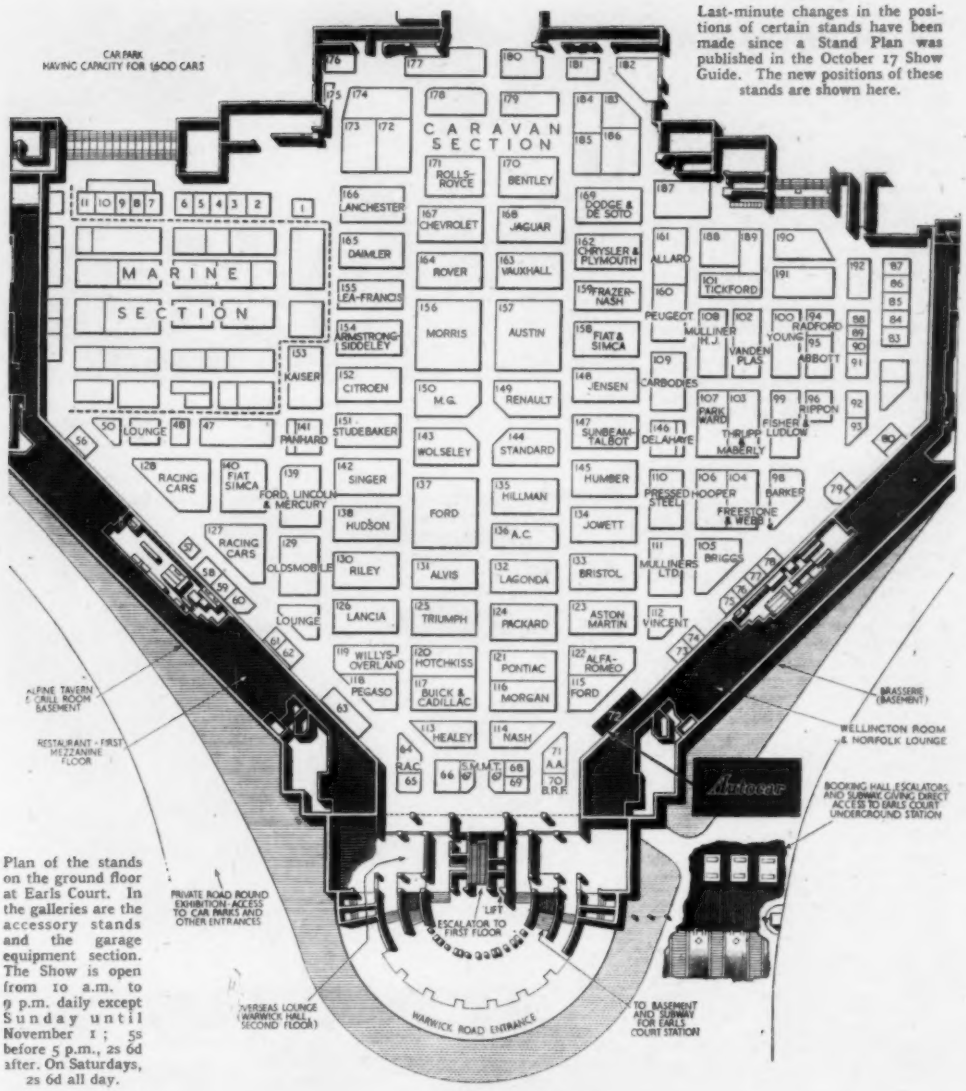


From France comes the Vedette 53, a well-styled family car with the enormous appeal of a guarantee that includes labour charges if they should be incurred within the specified period.



A Carbodies convertible version of the Austin A.40. The rear windows show a thoughtful attempt to overcome a rather blind area in many drop-head designs.

Last-minute changes in the positions of certain stands have been made since a Stand Plan was published in the October 17 Show Guide. The new positions of these stands are shown here.



Plan of the stands on the ground floor at Earls Court. In the galleries are the accessory stands and the garage equipment section. The Show is open from 10 a.m. to 9 p.m. daily except Sunday until November 1; 5s before 5 p.m., 2s 6d after. On Saturdays, 2s 6d all day.

interesting newcomer being the Italian Fiat 1900 which has a fluid coupling and five-speed gear box, with conventional clutch interposed to assist gear changing. Four speeds are almost universal on sports cars, but the Allards have three and the Pegaso has five.

● *Where a fluid coupling or torque converter is not used, the dry single-plate clutch is practically universal. An exception is the Hudson, which has a cork clutch running in oil. Hydraulic clutch control working from the normal pedal is to be seen on the sports Triumph, Ford Consul and Zephyr, and Palm Beach Allard.*

● The steering column gear change outnumbers other types but has not yet conquered the sports car field. Rolls-Royce and Bentley have the now unusual right-hand change, except for export and Hydramatic cars, which have steering column control.

● *To permit fast main road cruising at low engine revolutions, some European manufacturers make third the direct drive in a four-speed gear box and use fourth as a geared-up speed. Examples in the Show are the 3-litre Daimler, Peugeot 203, Dyna Panhard and 2-litre Renault. The Fiat 1900 has a geared-up fifth speed in the five-speed gear box.*

● The only front-wheel-drive cars in the Show are French, the Citroen and Hotchkiss-Grégoire. The only rear-engined car is the Renault 750. The Spanish de luxe sports car, the Pegaso, and the Italian Lancia Aurelia have the engine at the front and the gear box at the back

1952 – A YEAR OF OUTSTANDING SUCCESS FOR "BRISTOL" 2-LITRE ENGINES...

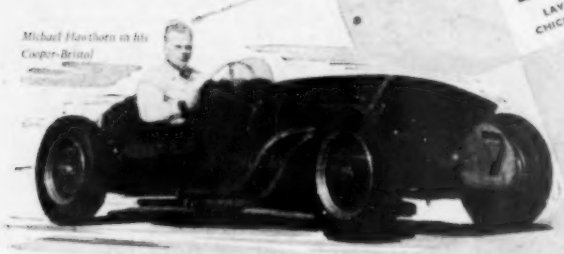
FLORIDA–U.S.A.
1ST FRAZER NASH
12 HOUR GRAND PRIX

CANNES
APRIL 15th
RALLYE SOLEIL
FRAZER NASH
AUTOMOBILE CLUB CUP WINNER

BOREHAM
MAY 17th
1ST COOPER-BRISTOL
FORMULA LIBRE

GOODWOOD
APRIL 14th
1ST COOPER-BRISTOL
LAVANT AND CHICHESTER CUPS

GOODWOOD
JUNE 2nd
1ST COOPER-BRISTOL
INTERNATIONAL TROPHY


Michael Hawthorn in his Cooper-Bristol

SILVERSTONE
MAY 10th
BRISTOL CARS TEAM PRIZE
PRODUCTION TOURING CARS RACE

BELFAST
JUNE 7th
2ND COOPER-BRISTOL
ULSTER TROPHY RACE

BOREHAM
AUGUST 2nd
1ST 2ND 3RD FRAZER NASHES
100 MILES RACE

SILVERSTONE
JULY 26th
3RD COOPER-BRISTOL
BRITISH GRAND PRIX

BOREHAM
AUGUST 2nd
1ST COOPER-BRISTOLS
2ND FORMULA II INTERNATIONAL TROPHY

The outstanding racing successes achieved during 1952 by the two-litre "Bristol" engine—basically the same unit as that in the Type 401 saloon—are indicative of the high standards of design and workmanship and the scrupulous attention to detail which have won for this car a proud position in the world of modern motoring.



THE BRISTOL 2-LITRE 401 SALOON

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED · BRISTOL · ENGLAND

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STRANGERS WITHIN THE GATES

It may be that you who read this are new to The Autocar, *in which case an introduction to the journal is called for, because this special Show number is by no means representative of a typical issue.*

Since 1895 the journal has existed for the purpose of keeping the owner well informed about his car and the industry that makes it. In doing so, it must, and does, embrace the products of the whole car manufacturing world. They are described, tested, criticized and praised with an impartiality that comes of long and varied experience.

The accumulation of so much information makes possible the discussion and forecast of design trends, and brings the knowledge of what is desirable from the point of view of the owner; in these respects the journal forms a link between owner and manufacturer.

While the car grows steadily more complicated as a piece of mechanism, its place in modern life becomes more important. It is, therefore, desirable that the influence of so powerful a factor in daily life should be correctly appreciated. Only the reading of a journal such as The Autocar *can ensure this.*

However, besides service to the community there is the enjoyment that car ownership gives and the enthusiasm that invariably exists along with it. To enhance and serve these virtues is the aim of many features that are contained in the normal weekly issue; tours, hints on maintenance, answers to readers' problems and accounts of interesting special cars all contribute towards this.

The sporting side of motoring forms an important section of the journal which, by its nature, is unique in its appeal. All the major sporting events are fully described, news is given of as many others as possible, and the great international races and rallies, in no matter what country, are visited for the purpose of first-hand impressions.

The result, it may be claimed, is an unusual amassing of interest with a very considerable appeal to the car owner or driver. The proof of this lies in the faithfulness of readers, of which there is plenty of evidence. May we suggest that you, too, would find considerable satisfaction in a weekly perusal?

Frames and Structures

CHASSIS frames for fast cars cover a wide range of types. Allard uses twin tubes joined by steel plates as side members for the new Palm Beach and Monte Carlo saloon. Aston Martin uses square tubes. The Frazer-Nash range all have one common basic frame formed from two big-diameter tubes, and the Jowett Jupiter has a more complex structure of smaller diameter tubes. For the Healey Hundred a completely new structure of box sections and steel panels has been evolved.

● *Unit construction of body and chassis in steel sheet pressings is steadily replacing the separate body and chassis where big production is involved, and is found on many of the latest cars. Recent new models constructed by this method are the Wolseley Four Forty-Four, Aero Willys and Austin Seven.*

● By modern methods manufacturers can produce convertible and pillarless coupé bodywork on unit-construction cars. The under-body structure is reinforced as on the new Ford Consul and Zephyr convertibles, the Fiat 1400 and the Hillman Minx.

● *Popular with Continental coachbuilders is the steel platform chassis with box-section sills and bridge scuttle structure to which the bodywork is attached. The Pegaso and Lancia Aurelia are two examples. The body frame is usually formed of steel tubes or sheet steel members.*

● The Armstrong Siddeley Sapphire and the new Humber Super Snipe have typical separate chassis with box-section side members and cruciform central bracing. This type of frame is used on the great majority of American cars and on many British models in the medium- and higher-priced categories.

● *Aluminium panels are extensively used by Lagonda, Rover and Armstrong Siddeley, as well as by several British specialist coachbuilders. The Dyna Panhard body has a cast aluminium alloy frame with aluminium panels. Several British body builders use light alloy castings for items such as door and screen pillars, among them being Vanden Plas and Mulliners, Ltd.*

● Some manufacturers assemble the coil spring and wishbone suspension together with the steering gear on a separate cross-member which is then bolted to the chassis or body structure. Armstrong Siddeley do it on their latest model. Other British examples are the Humber Hawk, Hillman Minx and Vauxhall.



The Dodge Coronet now has a V-eight engine instead of a six. The V motif appears prominently in the frontal layout, which includes a narrow horizontal air intake and massive half-over-riders on the substantial bumper.

Suspension and Steering

THE conventional layout for front suspension is two wishbones of unequal length with a coil spring on each side of the car; an anti-roll bar is usually added. The Wolseley Four Forty-Four, Humber Super Snipe, Healey Hundred and Armstrong Siddeley Sapphire are new converts to this method.

● Wishbones and transverse leaf springs can be seen on the Delahaye, Delage, Humber Snipe Imperial and Limousine, Fiat 500, Peugeot 203, Bristol and Frazer-Nash. Torsion bars with wishbones are on the Morris, Riley, Wolseley Four-Fifty and Six-Eighty, Lea-Francis, Javelin, Jupiter, Citroen and Armstrong Siddeley. Laminated torsion bars are employed on the Lanchester Fourteen.

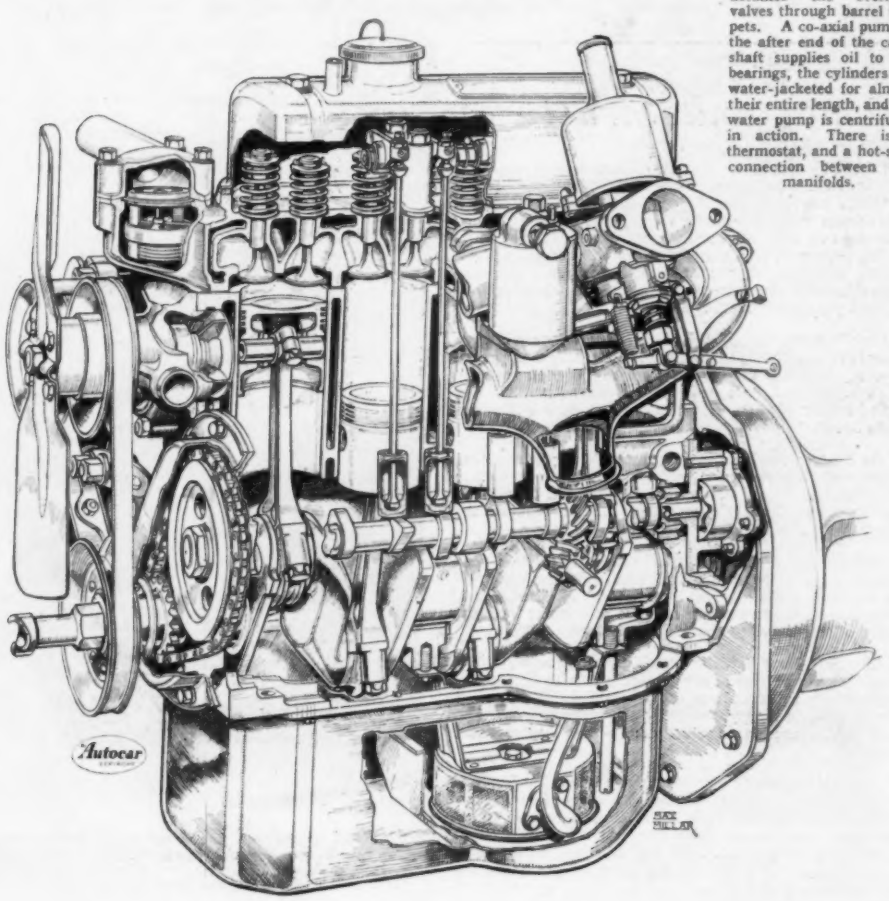
● *On the new Palm Beach Allard and the Allard J2X sports chassis there is a divided front axle, with radius arms projecting forwards instead of behind the wheels. Suspension here is by coil springs.*

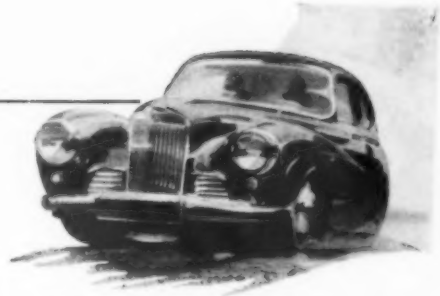
● On the British Ford Consul and Zephyr there is a single wishbone on each side, one arm of which is formed by the ends of an anti-roll bar. A long coil spring-cum-damper strut is anchored inside the top of each front wing and fulfils the functions of a steering kingpin, as it swivels in a bearing under the wing.



Little folk in characteristic costumes stand round the transparent "Minx International," which forms an eye-catching display on the Hillman stand.

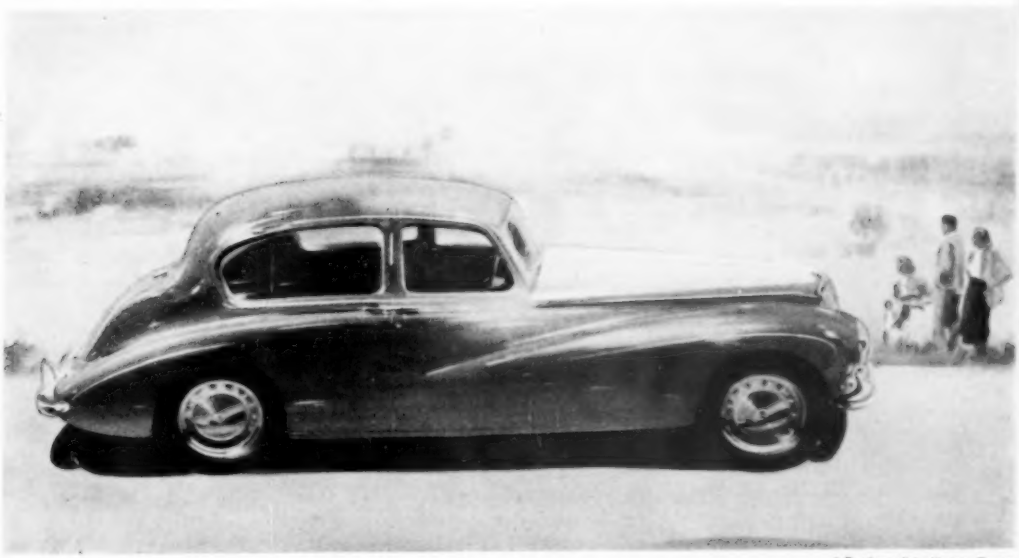
One of the most interesting power units at the Show is the B.M.C. 800 c.c. four-cylinder, one version of which powers the Austin Seven while this one, with an S.U. carburettor, propels the four-door export Morris Minor. A chain-driven camshaft with a centre bearing actuates the overhead valves through barrel tappets. A co-axial pump at the after end of the camshaft supplies oil to the bearings, the cylinders are water-jacketed for almost their entire length, and the water pump is centrifugal in action. There is a thermostat, and a hot-spot connection between the manifolds.





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EARLS COURT · OCT. 22—NOV. 1 · STAND 147

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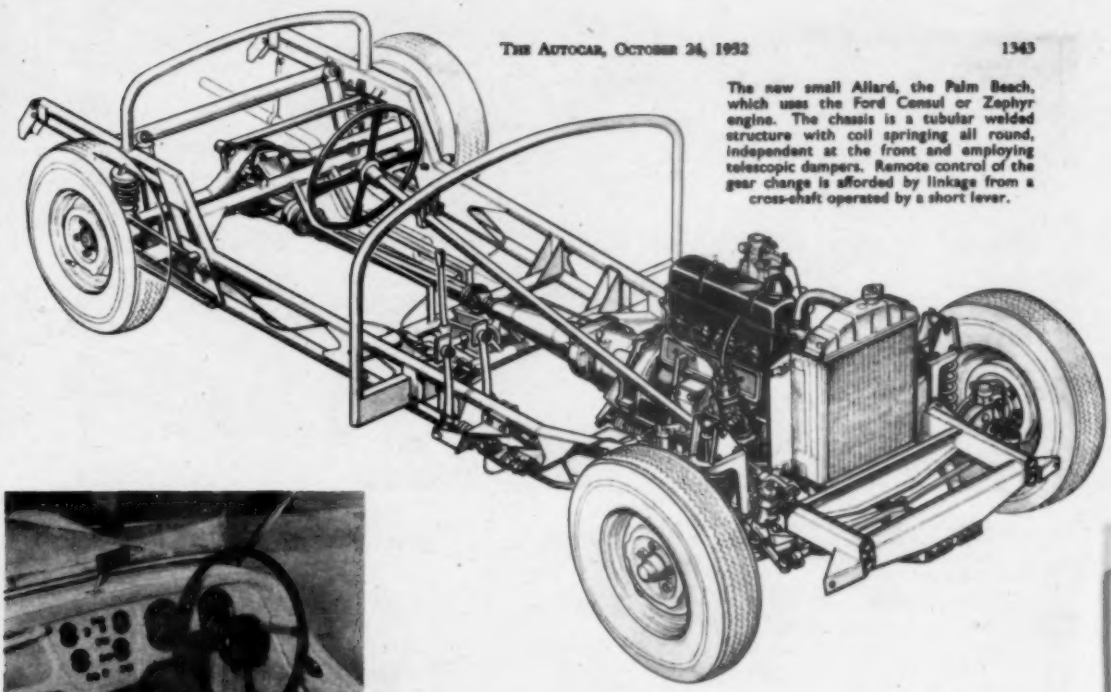
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EARLS COURT OCT. 22—NOV. 1 STAND 135

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The new small Allard, the Palm Beach, which uses the Ford Consul or Zephyr engine. The chassis is a tubular welded structure with coil springing all round, independent at the front and employing telescopic dampers. Remote control of the gear change is afforded by linkage from a cross-shaft operated by a short lever.



Full marks for instrumentation can be awarded to the Triumph sports model. Everything is there (white figures on black grounds, circular dials), and speedometer and rev counter confront the driver through the wheel.

The Mark II Cooper-Bristol formula 2 racing car is very well finished, as can be judged from this illustration of the i.f.s. This employs a transverse leaf spring at the top, a tubular wishbone at the bottom, and a diagonally placed telescopic damper.



● *On all the American Nashes and on the new Aero Willys there is another interesting layout with double wishbones and a coil spring compressed between the upper wishbone and an abutment underneath the front wing.*

● The 2.4- and 3-litre Healeys, Nash-Healey and Aston Martin use trailing arms at the front with coil springs. This layout avoids changes of track as the wheels rise and fall, and is popular on racing cars. A beam front axle is to be seen in conjunction with half-elliptic springs on the front of the A.C. and with a transverse leaf spring on the Ford Prefect and Anglia.

● *Half-elliptic springs still outnumber all others for rear suspension. Most British cars have them and nearly all the Americans except Buick. Vauxhalls have an unusual type with only three leaves, which are exceptionally wide to restrict body roll. On their 3½-litre cars, Hotchkiss fit an auxiliary coil spring to stiffen the suspension as the load is increased. Rover and Simca obtain a similar effect by extra leaves which come into action under full load.*

● Vertical coil springs are found at the rear on the Aston Martin, Healey 2.4- and 3-litre, Alfa Romeo 1900 and the new Palm Beach Allards.

● *The new Fiat* 1900, *like the Fiat* 1400, *has an unusual rear suspension using coil springs. The axle is attached to two laminated, flexible radius arms and behind it is a transverse compensating rod which locates the axle and gives the suspension a substantially constant periodicity regardless of load variations.*

● Torsion bars have other uses besides suspension; they replace valve springs on the Dyna Panhard engine and they hold the luggage locker lid open on the new Wolseley. They are found on the rear suspension of the Bristol, Frazer-Nash, Lagonda, Javelin, Jupiter and Citroen.

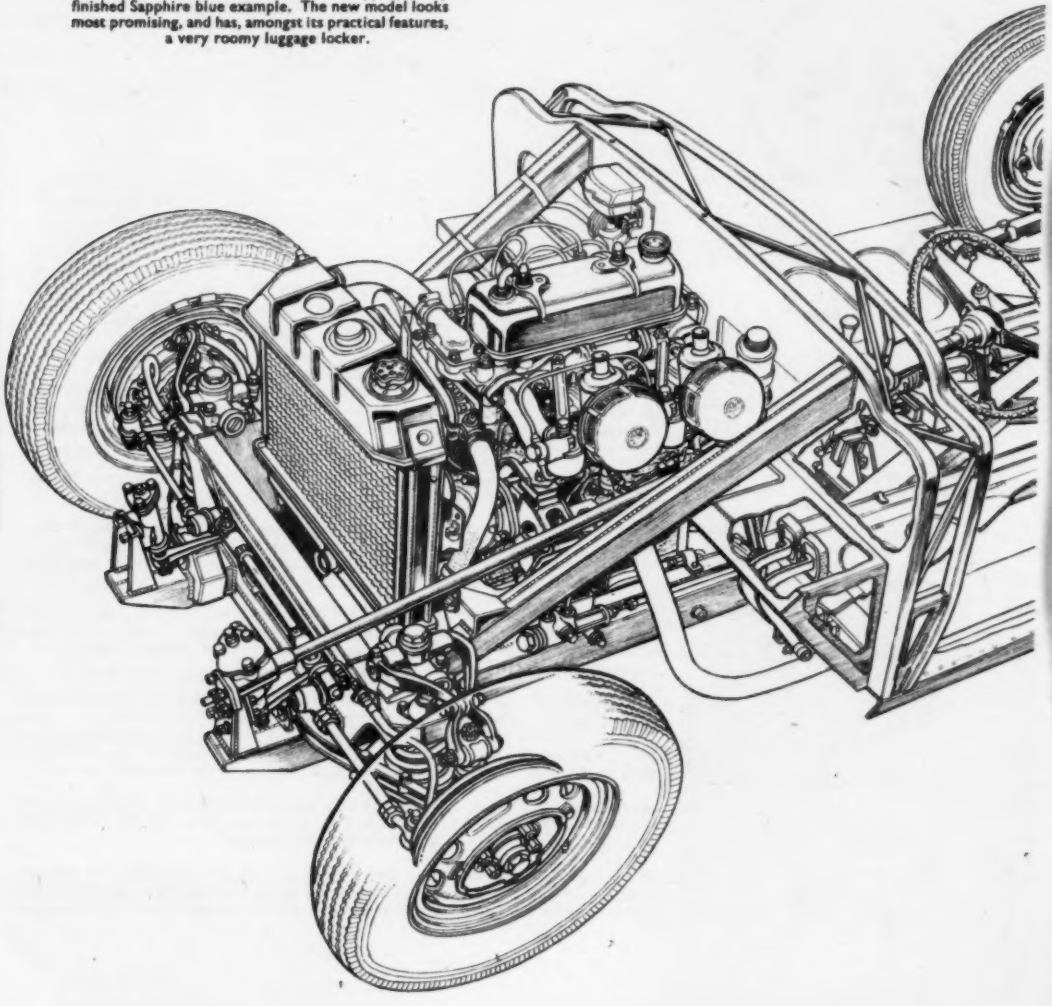
● *Independent rear suspension is found on only one British car. Lagonda uses single wishbones spanning the drive shafts and connected to torsion bars. The Renault* 750 *has swing axles with coil springs, while the 2-litre Renault Frégate and the Lancia Aurelia use semi-trailing wishbones with coil springs. The Hotchkiss-Grégoire has independent rear suspension by trailing arms and coil springs in tension.*

● Examples of the de Dion axle, which is not an independent layout, are the Pegaso, which has transverse torsion bars at the rear end, and the Allard J2X and Safari, which use a de Dion axle with coil springs.

● *Power-assisted steering is a new development on American cars. It employs a piston working under hydraulic pressure to supplement the effort applied by the driver. General Motors and the Chrysler group are both offering it as an optional extra.*



There is a two-tone version of the new Armstrong Siddeley on the stand in addition to the appropriately finished Sapphire blue example. The new model looks most promising, and has, amongst its practical features, a very roomy luggage locker.

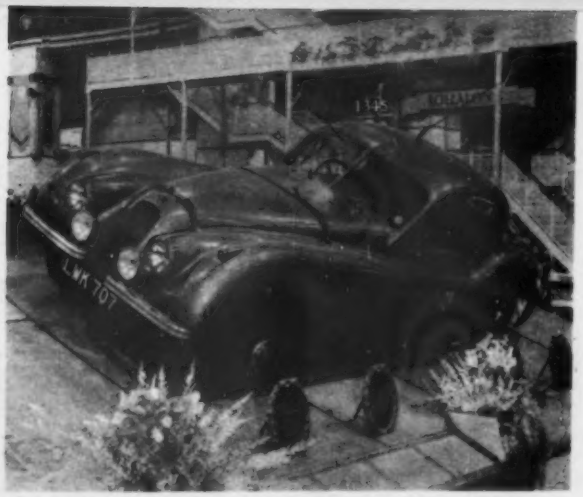


Bodywork

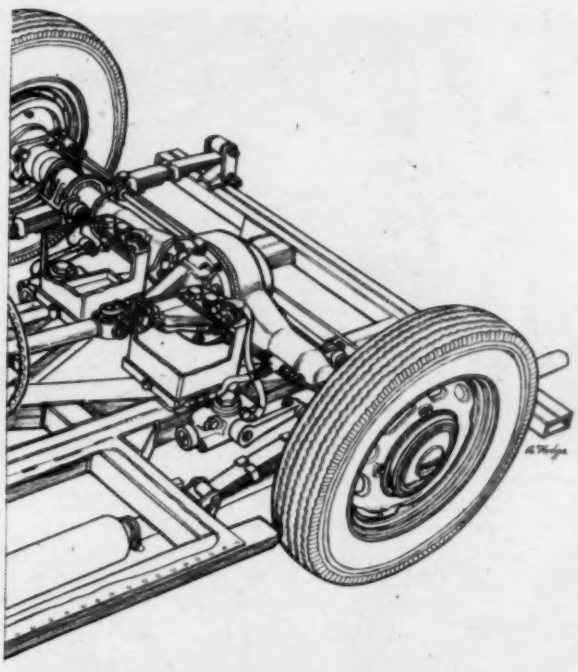
ON the larger cars, power operation is being used to raise and lower windows, slide the front seat backwards and forwards, raise and lower convertible tops, raise and retract the radio aerial and even lift the lid of the luggage locker. The coachwork section provides many examples, and others are to be found on the American cars.

● *More brightwork is being used to give the cars a glitter. See the grit guards on the Humber Hawk and Vauxhalls, and the bolder grille on the Morris-Oxford.*

● American designers have tackled the two problems of breaking up the masses to make the car look less bulky, and protecting the sides from casual damage, with many curious fancies, including dummy air intakes as on Cadillac, Lincoln and Ford. Bumpers increasing in size and weight sometimes extend to embrace the air intake. Lincoln and Kaiser are examples.



British stands have distinctive displays, unlike those of some foreign manufacturers. The Jaguar XK120 coupé, which recently achieved over 100 m.p.h. for seven days, is shown "in action" on a section of banking.



The new Healey Hundred has the now-popular welded frame structure, and outriggers carry the body. The scuttle structure, which forms an essential stiffener in an open car, is more a part of the frame than of the body, being made up with the frame. The power unit is the Austin A.90 2.6-litre engine, with the gear change transferred from the steering column to a short central lever.

● *Enclosure of rear wheels is seen on the exclusive models in the coachwork section, but is becoming rare on standard production models, as the detachable covers were found heavy and inconvenient. Sunbeam-Talbot now expose their rear wheels.*

● The hard-top coupé, which gives the maximum glass area in the superstructure, is now one of America's most popular styles. A similar range of vision and an equally light interior are obtained by the knife-edged styling used on the Triumph Renown and Mayflower and on the bodies shown by the British coachbuilders. Larger rear windows are to be found on the Singer S.M.1500, Humber Hawk and Peugeot 203.

● *Petrol tanks are found in unexpected places. The A.C. coupé has its fuel tanks in the front wings, while the Mark VII Jaguar and the 3-litre Daimler coupé have fuel tanks in the rear wings. The Vauxhalls and the Wolseley Four Forty-Four have their fuel tanks behind the rear seat squabs.*

● Vauxhall, Jowett, Bristol and Daimler carry the spare wheel under the floor in a cradle which drops it down below the bumper. The Mille Miglia Frazer-Nash has a spare wheel in one of the front wings, and the new Le Mans Replica Mark II has a hinged tail which drops down to disclose the wheel. Space may also be saved if the wheel can be mounted vertically at the side of the locker, as in a number of American cars and on the Dagenham Fords and the Fiats.

● *Sports car styles vary from the traditional M.G., Morgan and Allard J2X to the futuristic Pegaso. Newcomers to note are the Triumph, Healey Hundred and 2.6-litre Frazer-Nash.*

● British cars in large production are frequently Bonderized or otherwise rust-proofed before painting. Synthetic enamels, which are hard and durable, are making headway against cellulose. Double strips of sponge rubber are being used round doors and luggage lockers to prevent dust from entering the interior. Some of the special bodies in the coachwork section have roller blinds to exclude dust from the luggage locker. Woodwork in coachbuilt bodies is often specially treated to withstand rot and tropical pests.

● *Have you played Hunt the Fuel Filler? On the Simca and Cadillac it is inside a tail lamp. On the Triumph sports car, in the centre of the spare wheel. On Alfa Romeo, Lancia Aurelia, Fiat 1400 and Fiat 1900, in the luggage locker. On the Renault 750, in the rear engine compartment.*

Brakes

BIG news in braking this year is the introduction of disc brakes by Girling and Lockheed. The designs vary in detail but both use the same principle, a steel disc revolving with the wheel being gripped by friction pads under hydraulic pressure.

● *Mechanical servo braking, operated from the gear box, is fitted by Rolls-Royce and Bentley. Vacuum servo braking is featured on the Jaguar Mark VII and as an optional extra on the new Packards.*

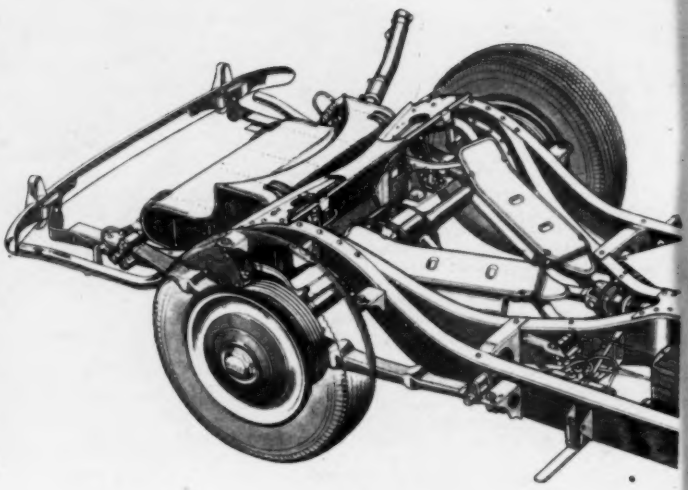
● The pendant brake pedal simplifies brake connections. It brings the master cylinder up to a more accessible position on the scuttle and saves space under the floor. See them on the Triumph sports, Ford Consul and Zephyr, Citroen and American Mercury.

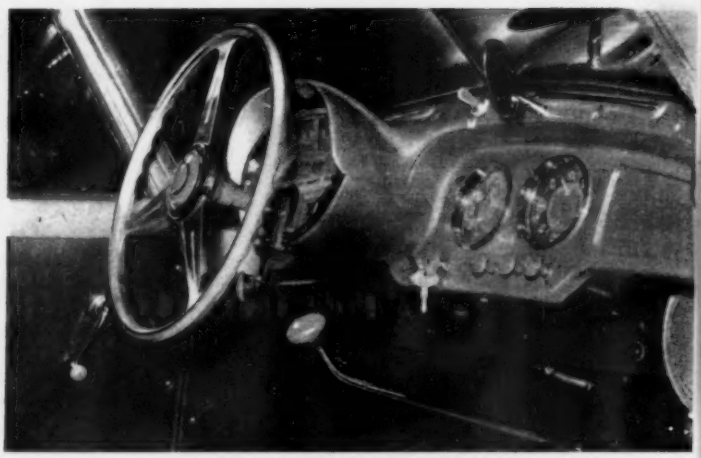
● *Hydraulic brakes are now nearly universal. Even where rear brakes are operated mechanically there is nearly always hydraulic operation for the front brakes, which do most of the work. Riley has switched to full hydraulic operation for* 1953.

● Two-leading shoe front brakes with a separate cylinder for each shoe are popular on the fastest British cars, but the Jaguar Mark VII servo system works a two-trailing shoe arrangement which is claimed to be less sensitive to temperature changes.

● *Brake cooling on fast cars is aided by drums in which aluminium cooling fins are bonded to iron liners. The Fiat* 1400 *and* 1900 *have centrifugal air ducts in the drums to cool the brakes and expel water. Wider brake drums giving increased area have recently been fitted by Sunbeam-Talbot, Frazer-Nash and Cadillac.*

● On the Austin Seven the front brakes are operated hydraulically and the rear brakes are worked by mechanical linkage through a cable attached to a hydraulic piston. The small Fords have full mechanical braking.

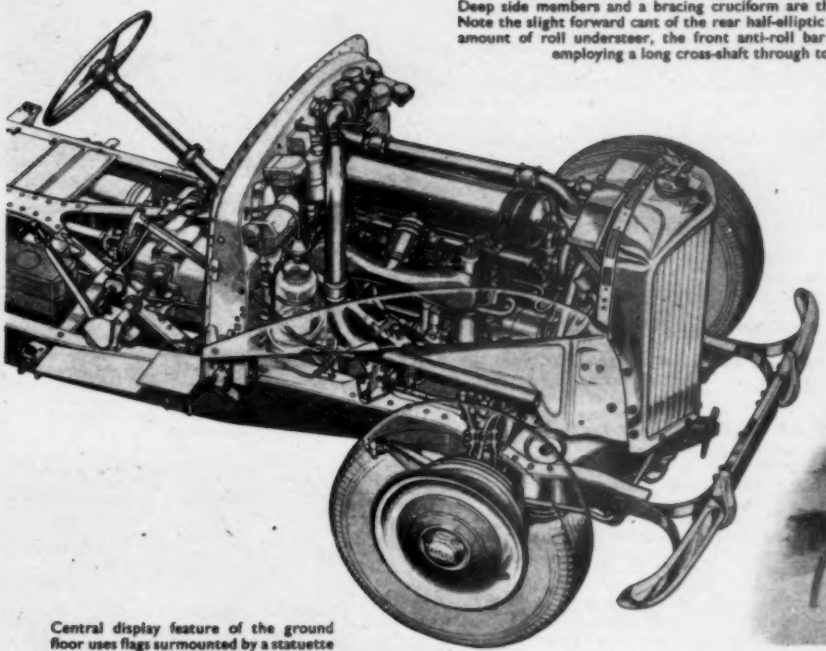




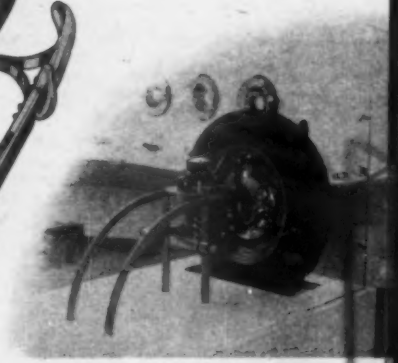
An attractive driving compartment on an Italian visitor—the Fiat 8V. The most important instruments are grouped high in front of the driver and deeply cowled to prevent reflections in the screen. Below: Drop-head coupé body on the Lagonda chassis by Graber, the leading Swiss body-builder, who frequently uses British chassis as the basis for his best work.



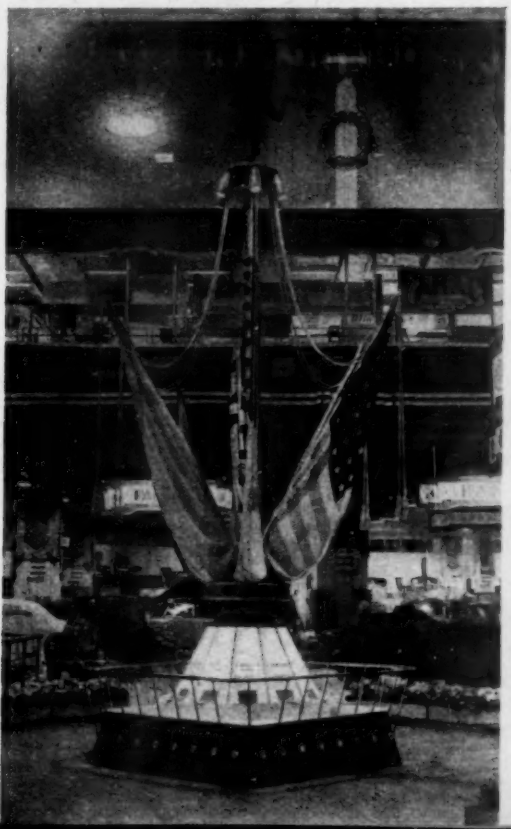
The magnificent chassis of the Bentley sports saloon, of a type that remains traditional owing to the amount of special body building that uses it as a basis. Deep side members and a bracing cruciform are the elements of such frames. Note the slight forward cant of the rear half-elliptic springs to provide a certain amount of roll understeer, the front anti-roll bar and the side gear change, employing a long cross-shaft through to the gear box.



Below: In the accessories section Girlings feature their new disc brakes, in which the linings squeeze the disc that revolves between them.



Central display feature of the ground floor uses flags surmounted by a statuette of Mercury.



Right: Learner drivers (and others) are invited to "have a go" on the trainer which attracts visitors to the British School of Motoring stand.



Below: Based on last year's Monte Carlo Rally winner is the Allard Monte Carlo saloon, powered by a V8 3,622 c.c. engine developing 85 b.h.p. at 3,500 r.p.m.



Equipment

IMPROVEMENT of heating and ventilation systems continues. Fresh air intakes are now the rule, and the old style "fug-stirrer" is losing favour. Lagonda Mark II and Nash position fresh-air intakes on the scuttle where they will not pick up exhaust fumes from other traffic. Heating capacities have been increased for overseas. Sometimes there is provision for a small cool air feed for demisting the screen and a full warm air supply to the passengers' feet.

● *Rear quarter windows sometimes hinge outwards to act as air extractors and ventilating panes on the front windows can often be turned right round to act as air scoops during very hot weather. Demisting ducts at the base of the windscreen are almost universal on closed cars.*

● Radio installations are planned by the car designer so that they can be made with minimum effort, and an innovation from America is the self-tuning set which will automatically bring in the strongest station in the course of a journey.

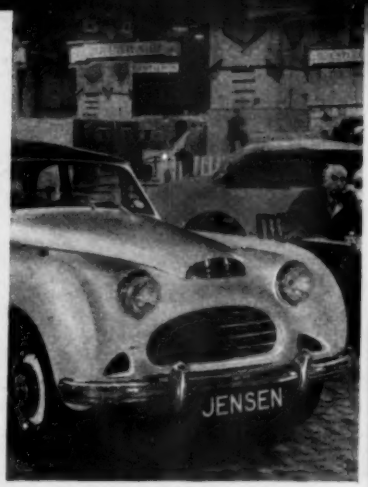
● *Twin rear lamps are now normal, with a separate lamp in the centre to illuminate the number plate. On American cars such as Lincoln, Mercury and Kaiser, the tail lamp assemblies are now enormous, and these big stop and tail lamps are often fitted with durable lenses in red plastic. A similar material is used for the Austin Seven tail lamp.*

● To handle the loads placed on the windscreen wiper by modern curved screens, some high-class cars now have the Lucas two-speed wiper motor, controlled by a resistance in the field circuit. It is self-parking and has a thermostatically controlled circuit breaker to prevent damage if it is overloaded.

● *The latest ignition distributors often have vacuum advance mechanism to supplement the centrifugal control, and on some American cars ignition systems are completely waterproofed.*

● The Chrysler group products are among the few American cars to use electric screenwipers; other United States manufacturers usually employ the suction type with a vacuum pump to keep it working steadily despite engine speed variations. Vauxhalls use a wiper driven off the engine camshaft. Screen washers are a boon on crowded roads in winter and are offered as extras on many cars.

● *To improve the suspension on pre-war cars, there are some unusual new dampers now available. The Andrex and the Telaflo should be inspected. Loose covers for seats are another item for renovation of old cars. This year the selection is wider than ever.*

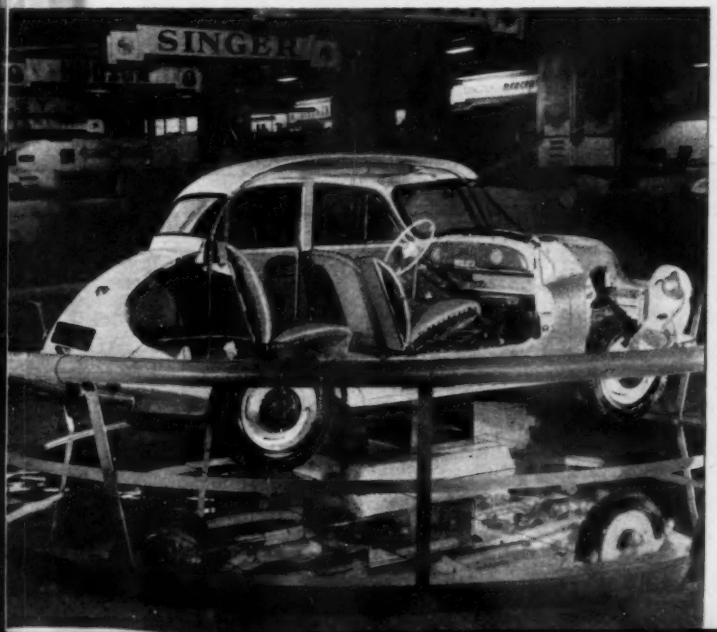


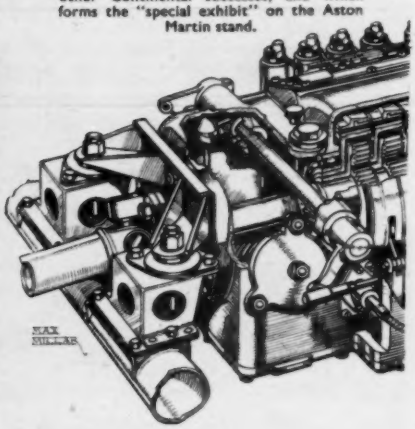
Jensen's Interceptor front remains an excellent example of the functional air intake. Note the careful ellipsing of all frontal features that are capable of this treatment, carried out so thoroughly that the pure circles of the head lamps begin to quarrel with the other orifices.



A pretty nose, and elegant wire wheels, on the Aston Martin DB2; behind it is saloon VMF 64, the car which was first in its class at Le Mans (1951 and 1952), besides scoring other Continental successes, and which forms the "special exhibit" on the Aston Martin stand.

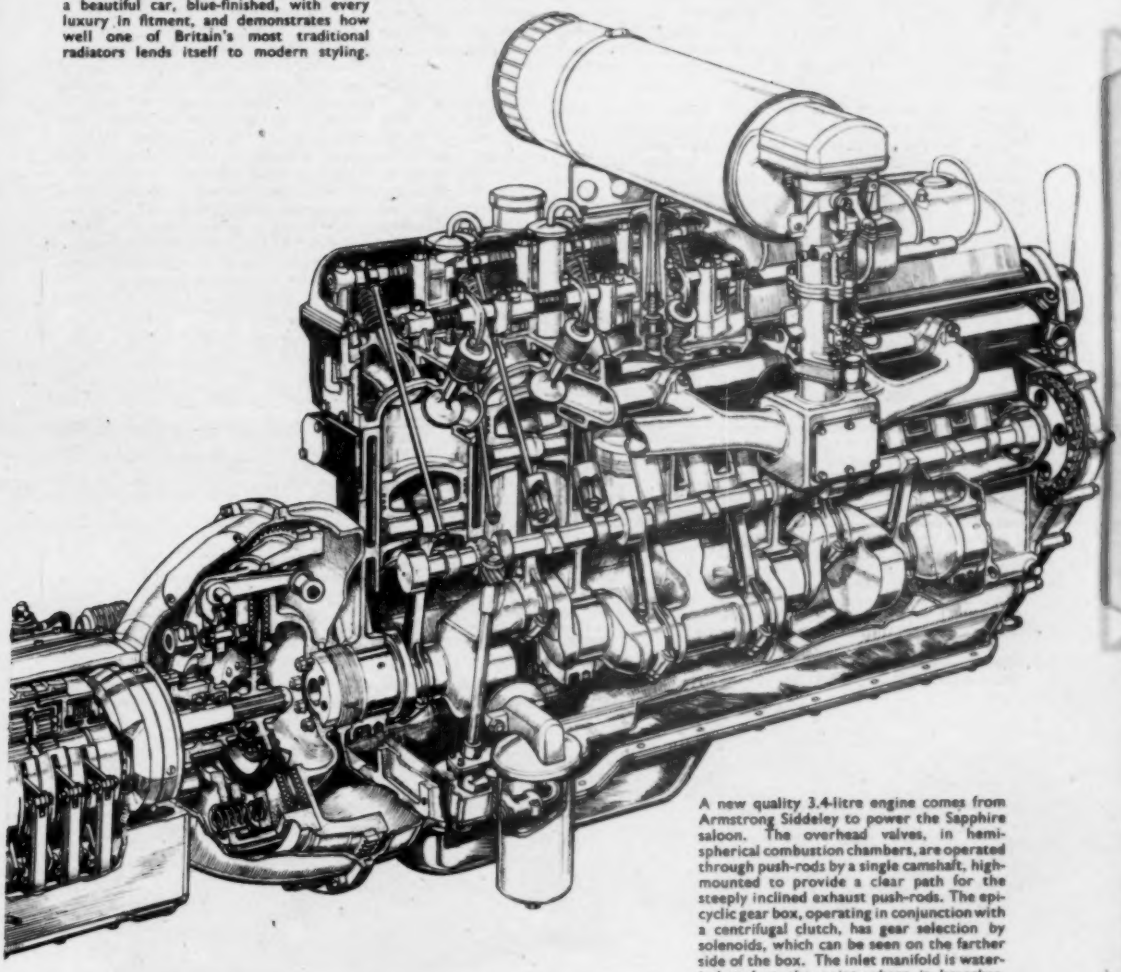
A cut-open version of the four-door Morris Minor, with left-hand drive and 800 c.c. engine for export only, forms the showpiece of the Morris stand and serves as an excellent reminder of how much material and workmanship go into the making of a quite small car. At a basic price of just over £400 it also shows the customer that the motor industry still gives him good value for money by contemporary standards.







Hooper's *tour de force* is another Daimler Straight Eight, generally agreed to be more successful than last year's example. This is a beautiful car, blue-finished, with every luxury in fitment, and demonstrates how well one of Britain's most traditional radiators lends itself to modern styling.



A new quality 3.4-litre engine comes from Armstrong Siddeley to power the Sapphire saloon. The overhead valves, in hemi-spherical combustion chambers, are operated through push-rods by a single camshaft, high-mounted to provide a clear path for the steeply inclined exhaust push-rods. The epi-cyclic gear box, operating in conjunction with a centrifugal clutch, has gear selection by solenoids, which can be seen on the farther side of the box. The inlet manifold is water-jacketed at the point where it branches.

Cars— stand to Stand

SPLENDID DISPLAY WITH SOME INTERESTING NEW MODELS



Something new . . . the driving compartment of the Armstrong Siddeley Sapphire.

WITH nearly 300 cars, British and foreign, on view at Earls Court, and with 57 exhibitors in the car section, this year's stand-to-stand description of the models has grown yet bigger. It is, as is customary, complete, and only very slight abridgement of the specifications has been undertaken where duplication occurs.

Great Britain is represented by 32 makes of car (this figure is, of course, exclusive of the racing car *marques* in their special display). The U.S.A. and Canada have 19 makes, the French eight, and Spain one—the notable Pegaso, a newcomer to Britain. An interesting, if incidental, figure is that of the value of this year's exhibits, which reaches a total of £3,000,000.

Regular readers will forgive a word of advice to those who may be studying these columns for the first time, and who are strange to the car-owning world but are visiting the Show with an eye to purchase now that several models are reasonably freely available on the home market. It is to the effect that cars are made for very different purposes, and that buyers should therefore decide the purpose for which they require the car they propose to buy, and then see that it coincides with the purpose of the manufacturer in designing and building it. The study of these columns will assist in that respect. For instance, if the intention behind car ownership is mainly short runs to visit acquaintances, interspersed with the occasional holiday trip of a hundred or two miles, the whole to be achieved with economy in petrol consumption, then the powerful, near-100 m.p.h. sports saloons are not the answer, however fascinating they may be to the observer. Obviously not, it might be said; but not always so obvious are the smaller differences in aim between manufacturers, and it is to help the buyer to appreciate these that the Show numbers of *The Autocar* are designed.

A.C. 136

A.C. Cars, Ltd., High Street, Thames Ditton, Surrey

ONE of the few cars to stand by the orthodox half-elliptic spring suspension is the well-tried 2-litre A.C., which continues for 1953 without major chassis change. It has excellent handling characteristics, but it is free from the harshness which was generally associated with most pre-war cars with this type of suspension. This year, interest is centring round the variety of body styles, which now include a four-door saloon along similar lines to the two-door, and a five-seater drop-head coupé. The coupé has particularly good all-round visibility, and extra ventilation in extreme conditions is provided by the method of zip fastening used for the rear part of the head. Apart from these two models the company is showing the well-known two-door saloon and the five-seater tourer with Buckland-built body.

Specification

2-litre: 6-cyl, 65 x 100 mm (2.56 x 3.94in), 1,991 c.c. (121.49 cu in); o.h.c.; compression ratio, 6.75 to 1; 76 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.2, 9.0 and 15.4 to 1); central control. Suspension: ¾-elliptic springs front and rear. Brakes, Girling hydraulic. Wheelbase: 9ft 9in (297 cm); widest track, 4ft 8in (141.54 cm). Overall length, 15ft 4in (467 cm); width, 5ft 7in (170 cm); height, 5ft 1in (155 cm); ground clearance, 7in (18 cm); turning circle, 39ft (1,189 cm). Weight (approx.), saloon 2-door, 2,926 lb (1,330 kg); saloon 4-door, 2,955 lb (1,343 kg); D.H. coupé, 2,905 lb (1,320 kg); tourer, 2,842 lb (1,292 kg).

Tank capacity, 11¼ Imperial gallons (52 litres); D.H. coupé, 12 gallons (54.55 litres). Tyre size, 6.70—16in. Battery, 12 volt, 69 a/h.

List price: 2-door saloon £1,027 12s 2d; 4-door £1,107 19s 4d; drop-head coupé £1,124 0s 8d; Buckland tourer £1,154.

ALFA ROMEO 122

Thomson and Taylor (Brooklands), Ltd., Portsmouth Road, Cobham, Surrey

THE Alfa Romeo 1900 is a high-performance Italian family car which has been evolved, with aid from America, to bring Alfa Romeo performance and road-holding into a lower price category. It is a compact four-door saloon of unit construction in steel with a four-cylinder engine having twin overhead camshafts, chain driven. The front suspension employs wishbones and coil springs, while at the rear there is a new arrangement of coil springs with steel radius arms and triangulated central arms to locate the axle, replacing the radius arms and Panhard rod on the cars shown last year.

There is also a very fast short wheelbase 1900C sports chassis, which is fitted with open and closed bodywork by some of Italy's leading coachbuilders.

Specification

1900: 4-cyl, 82.55 x 88 mm (3.24 x 3.46in), 1,884 c.c. (149.24 cu in); o.h.c.; compression ratio, 7.5 to 1; 80 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (4.1, 5.9, 8.69 and 13.33 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, Girling hydraulic.

Wheelbase: 8ft 7¼in (262.85 cm); widest track, 4ft 3¼in (130.8 cm). Overall length, 14ft 5¼in (440.67 cm); width, 5ft 3in (160 cm); height, 4ft 10½in (149 cm); ground clearance, 6½in (16.5 cm). Weight (approx.), 2,296 lb (1,050 kg).

Tank capacity, 10½ Imperial gallons (46.59 litres). Tyre size, 5.50—16in. Battery, 12 volt, 38 a/h.

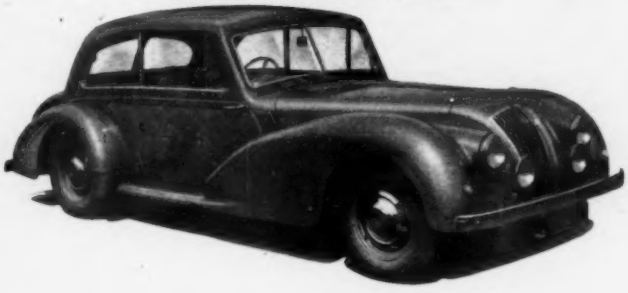
No prices quoted.

ALLARD 161

Allard Motor Co., Ltd., Clapham High Street, London, S.W.4

OF outstanding interest on the Allard stand is the new Palm Beach sports model. It is available to overseas customers only, to whom it can be supplied with the Ford Consul or Zephyr Six engine. The

The A.C. saloon has a 2-litre six-cylinder engine and is a well-styled car affording excellent driving visibility. Unusually nowadays, it retains non-independent front suspension, employing half-elliptic leaf springs and a solid axle.



model is something entirely new for this company, which has, since its inception, favoured powerful V8 engines for its high-performance cars. Four other models are being shown, and special interest has also been focused on the other new model, the Monte Carlo saloon, suitably named to commemorate Sydney Allard's magnificent victory in the Monte Carlo Rally early this year. The car is, in fact, based on the victorious saloon used in the rally, but there are a number of improvements incorporated. The other cars shown are the Safari, which is built to provide really rugged service in difficult territories, the K3 two-seater sports model, and the J2X Le Mans-type car, which is in its element in sports-car competitions.

Specification

Palm Beach: 4-cyl, 79.3 x 76.2 mm (3.125 x 3in), 1,508 c.c. (92 cu in); or 6-cyl, 79.3 x 76.2 mm (3.125 x 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m., or 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.44, 7.16 and 12.43 to 1); central control. Suspension: independent front, coil springs front and rear. Brakes, Girling hydraulic.

Wheelbase: 8ft (243.8 cm); widest track, 4ft 3in (129.54 cm). Overall length, 13ft (396 cm); width, 4ft 10in (147.32 cm); height, 4ft 3in (129.54 cm); ground clearance, 5in (13 cm); turning circle, 28ft (853 cm). Weight (approx.), 4-cyl, 1,800 lb (818 kg); 6-cyl, 1,900 lb (864 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 6.40—13in. Battery, 12-volt, 45 a/h.

List price: sports tourer, 4-cyl, £800; sports tourer, 6-cyl, £865.

P.2: 8-cyl, 78 x 95.25 mm (3.06 x 3.875in), 3,622 c.c. (221 cu in); side valves; compression ratio, 6.12 to 1; 85 b.h.p. at 3,500 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.78, 6.7 and 11.8 to 1); right-hand control. Suspension: independent front, coil springs front and rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 4in (284.4 cm); widest track, 4ft 10in (147.32 cm). Overall length, 16ft (488 cm); width, 5ft 11in (180.5 cm); height, 5ft (152.4 cm); ground clearance, 8in (20.32 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 3,250 lb (1,477 kg).

Tank capacity, 18 Imperial gallons (81.8 litres). Tyre size, 6.25—16in. Battery, 12-volt, 60 a/h.

List price: Monte Carlo saloon £1,650; Safari estate car £1,250.

K.3: Compression ratio, 7 to 1; 95 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.5, 6.2 and 10.08 to 1); right-hand change. Wheelbase: 8ft 4in (254 cm). Overall length, 14ft 9in (449.56 cm); width, 5ft 6in (167.64 cm); height, 4ft 6in (137 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 2,600 lb (1,182 kg).

Other details as for **P.2.**

List price: three-four-seater £1,100.

J2X: 8-cyl, 81 x 95.25 mm (3.188 x 3.875in), 3,917 c.c. (238 cu in); o.h.v.; compression ratio, 7 to 1; 140 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.27, 5.8 and 10.02 to 1); central control. Suspension: independent front, coil springs; De Dion rear axle. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 4in (254 cm); widest track, 4ft 8in (142.24 cm). Overall length, 13ft (396 cm); width, 5ft 8in (173 cm); height, 3ft 8in (112 cm); ground clearance, 6½in (16.5 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 2,300 lb (1,045 kg).

Tank capacity, 22 Imperial gallons (100 litres). Tyre size, 6.00—16in. Battery, 12-volt, 60 a/h.

List price: two-seater £1,160; Le Mans two-seater £1,200.

M2X and P.1: Central control. Suspension: transverse ½-elliptic rear. Overall length, 15ft 6in (472.44 cm); height, 5ft 2in (157.48 cm) turning circle, 41ft (1,250 cm).

Tank capacity, 19 Imperial gallons (86.37 litres). Other details as for **P.2.**

List price: M.2X drop-head coupé £1,150; P.1 saloon £1,100.

ALVIS 131

Alvis, Ltd., Holyhead Road, Coventry

THERE is little change in the exhibits on the Alvis stand this year; two examples of the 3-litre chassis are shown, one fitted with a four-light saloon body, and a drop-head coupé body with a three-position head. Both of these cars combine a modern style of coachwork with a definite touch of the traditional English style; the familiar Alvis radiator grille, for example, is still retained.

Products of this company have an air of quality that is appreciated by the enthusiast owner who requires comfort and refinement as well as performance. With an almost square stroke-bore ratio the engine is both powerful and flexible, and these factors, coupled with a very well made chassis with particularly good road-holding qualities, make the Alvis a very satisfactory car to drive.



Alvis production centres on the 3-litre, of which this is the drop-head coupé example. The head is in the convenient de ville position.

Specification

3-litre: 6-cyl, 84 x 90 mm (3.31 x 3.54in), 2,993 c.c. (242.57 cu in); o.h.v.; compression ratio, 7.1 to 1; 93 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.09, 5.44, 7.89 and 12.15 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 9ft 3½in (283 cm); widest track, 4ft 6½in (138.75 cm). Overall length, 15ft 2½in (462.59 cm); width, 5ft 6in (167.64 cm); height, saloon, 5ft 2½in (159 cm); drop-head coupé, 5ft 1½in (157 cm); ground clearance, 7½in (19 cm); turning circle, 39½ft (1,204 cm). Weight (approx.), saloon, 3,192 lb (1,451 kg); drop-head coupé, 3,161 lb (1,437 kg).

Tank capacity, 14½ Imperial gallons (64.77 litres). Tyre size, 6.00—15in. Battery, 12-volt, 64 a/h.

List price, saloon £1,250; drop-head coupé £1,325.

ARMSTRONG SIDDELEY 154

Armstrong Siddeley Motors, Ltd., Parkside, Coventry

THIS old-established firm is exhibiting two examples of the latest addition to the range. Known as the Sapphire, this new 3.4-litre car is of an interesting and advanced design. It is powered by a "square" six-cylinder engine fitted with inclined valves and hemispherical combustion chambers. The method of valve operation is of interest; a single side camshaft operates both inlet and exhaust valves by means of push rods and rockers, without the use of bell crank levers and additional cross push rods. The transmission is also of interest, as a modified form of pre-selector gear box is arranged so that the gear selection is performed electrically.

Of the two examples of this car on show, that with the six-light body is fitted with the electrically controlled transmission, while the four-light saloon, finished in sapphire blue, is fitted with a synchromesh gear box which is available as an alternative. The current 2.3-litre model with six-light saloon body, known as the Whitley, is fitted with a synchromesh gear box and is finished in two-tone grey. This model has recently replaced the Lancaster saloon.

Specification

2.3-litre: 6-cyl, 70 x 100 mm (2.756 x 3.937in), 2,309 c.c. (140.91 cu in); o.h.v.; compression ratio, 6.5 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.10, 7.24, 10.89 and 17.61 to 1); pre-selector (overall ratios, 5.10, 7.22, 10.66 and 18.36 to 1); optional central or steering column control. Suspension, independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase: 9ft 7in (292 cm); widest track, 4ft 6½in (138.4 cm). Overall length, Whitley, 15ft 5in (470 cm); Hurricane, 15ft 6in (472.4 cm); width, 5ft 8in (173 cm); height, Whitley, 5ft 3in (160 cm); Hurricane, 5ft 1in (155 cm); ground clearance, 7½in (19 cm); turning circle, 37ft (1,128 cm). Weight (approx.), Whitley, 3,150 lb (1,429 kg); Hurricane, 3,115 lb (1,413 kg).

Tank capacity, 12 Imperial gallons (54.5 litres). Tyre size, 5.50—17in. Battery, 12-volt, 51 a/h.

List price, Whitley 4-light saloon £1,000; Whitley 6-light saloon £1,000; Hurricane drop-head coupé £1,000.

Sapphire: 6-cyl, 90 x 90 mm (3.54 x 3.54in), 3,435 c.c. (210.7 cu in); o.h.v.; compression ratio, 6.5 to 1; 4 speeds, pre-selector, electrically operated (overall ratios, 4.091, 5.564, 8.153 and 13.909 to 1); (alternative ratios 4.091, 5.087, 8.540 and 12.80 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase: 9ft 6in (290 cm); widest track, 4ft 9½in (146 cm). Overall length, 16ft 1in (490 cm); width, 6ft (183 cm); height, 5ft 3in (160 cm); ground clearance, 8in (20.32 cm); turning circle, 42½ft (1,295 cm). Weight (approx.), 3,640 lb (1,655 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.50—16in. Battery, 12-volt, 64 a/h.

List price, saloon £1,110.

This is the drop-head version of the Aston Martin DB2, made by the David Brown Group, which includes Lagonda. It is powered by a twin o.h.c. engine of 2½ litres of which a highly tuned version is available if required, developing 123 b.h.p. The normal version gives 107 b.h.p. at 5,000 r.p.m.



Cars Stand to Stand

ASTON MARTIN 123

Aston Martin, Ltd.,
Hanworth Park Works, Feltham, Middlesex

ENTHUSIASTS view with regret the non-appearance of the competition D.B.3 Aston Martins, but they nevertheless crowd round this manufacturer's stand to see "VMF 64," the D.B.2 which won its class in such diverse events as the Le Mans race, the Production Car race at Silverstone and the Tourist Trophy, all in 1950, and in 1951 the Le Mans race again, the Mille Miglia and the Alpine Trial. This year the car again excelled itself in the Mille Miglia and did well in the Alpine. Apart from the beauty and performance of these cars interest is provided, for those who are fortunate enough to be able to afford such a car, by the delivery position. Production has been increased following a year in which 90 per cent went to fulfil export orders, and now the company is to pursue a policy of "sensible quotas" to the home market. In all, the stand contains four cars; two saloons and two coupés.

Specification

D.B.2: 6-cyl, 78 x 90 mm (3.07 x 3.54in), 2,580 c.c. (157.5 cu in); twin overhead camshafts; compression ratio, 6.5 to 1 (optional, 8.16 to 1); 107 b.h.p. at 5,000 r.p.m. (optional engine, 123 b.h.p. at 5,000 r.p.m.); 4 speeds, synchromesh (overall ratios, 3.77, 5.01, 7.46 and 11 to 1); central control. Suspension: independent front, coil springs; coil rear. Brakes, Girling two-leading shoe.

Wheelbase: 8ft 3in (251.46 cm); widest track, 4ft 6in (137.16 cm). Overall length, 13ft 6½in (412.75 cm); width, 5ft 5in (165 cm); height, 4ft 5½in (136 cm); ground clearance, 8½in (21.59 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,464 lb (1,120 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

List price, saloon £1,750; drop-head coupé £1,850.

AUSTIN 157

Austin Motor Co., Ltd.,
Longbridge Works, Northfield, Birmingham

NO radically new models are announced, but the A.40 coupé and the A.135 Princess with new Vanden Plas coachwork, to be seen on the coachbuilders' stand, are the latest additions to the famous Austin of England range. The smallest, the Seven or A.30, made its début a year ago and won instant approval as a small but practical full four-seater for the family's use. It has a central gear lever, whereas the other models have steering column control. It is, moreover, the only car in the range to have integral construction.

In appearance the A.30, A.40 and A.70 saloons follow the same lines, with full-width fronts and sweeping wings. The four-door four-light bodies have wide doors giving easy access to the seats, and the rear lockers afford considerable space for luggage. The A.40 saloon, which was introduced early this year in place of the previous six-light Devon saloon, has the same doors as the A.70 Hereford, which has become a well-established model. The new A.40 coupé is a two-door body closely resembling the saloon in general appearance but having a three-position folding head and pivoted quarter windows. The A.40 Sports with its wide radiator grille is quite distinctive in appearance and earned fame by girdling the globe in 30 days. The A.70 Hereford saloon and the large and comfortable A.125 Sheerline are carried on unaltered, for they are well established and popular.

Specification

A.30 Seven: 4-cyl, 58 x 76 mm (2.28 x 2.99in), 800 c.c. (59 cu in); o.h.v.; compression ratio, 7.2 to 1; 30 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.14, 8.64, 13.32 and 21.03 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 6ft 7½in (201.95 cm); widest track, 3ft 9½in (114.94 cm). Overall length, 11ft 4¾in (347 cm); width, 4ft 7¼in (140 cm); height, 4ft 10¼in (147.95 cm); ground clearance, 6½in (16.19 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 1,456 lb (661.8 kg).

Tank capacity, 5½ Imperial gallons (26 litres). Tyre size, 5.20—13in. Battery, 12-volt, 32 a/h.

List price, saloon, 4-door, £355.

A.40 (All Types): 4-cyl, 63.48 x 89 mm (2.578 x 3.5in), 1,200 c.c. (73.2 cu in); o.h.v.; compression ratio, 7.2 to 1; saloon, coupé and Countryman, 42 b.h.p. at 4,300 r.p.m.; sports, 50 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, saloon and coupé, 5.28, 8.13, 12.88 and 20.54 to 1; sports, 5.14, 7.88, 12.5 and 20.73 to 1; Countryman, 6.14, 9.43, 14.95 and 24.71 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 7ft 8¼in (235 cm); widest track, saloon and coupé, 4ft 2in (127.27 cm); sports, 4ft 1½in (125.73 cm); Countryman, 4ft 2½in (127.63 cm). Overall length, saloon and coupé, 13ft 3½in (405 cm); sports, 13ft 3½in (404.36 cm); Countryman, 13ft 3½in (404.77 cm); width, saloon and coupé, 5ft 3in (160 cm); sports, 5ft 1in (154.94 cm); Countryman, 5ft 4½in (163.83 cm); height, saloon, 5ft 4in (162.5 cm); coupé, 5ft 3½in (161.27 cm); sports, 4ft 9¼in (146.05 cm); Countryman, 6ft 1½in (186.71 cm); ground clearance, 7½in (19 cm); turning circle, saloon and coupé, 37ft (1,128 cm); sports and Countryman, 38ft (1,158 cm). Weight (approx.), saloon, 2,132 lb (969 kg); coupé, 2,275 lb (1,034 kg); sports, 2,060 lb (936.36 kg); Countryman, 2,259 lb (1,027 kg).

Tank capacity, 8½ Imperial gallons (39 litres). Tyre size, 5.25—16in; Countryman, 5.00—17in. Battery, 12-volt, 38 a/h.

List price, fixed-head saloon £467; sliding head £472; coupé £497; sports convertible £586; Countryman £516.

A.70 Hereford: 4-cyl, 79.4 x 111.1 mm (3.125 x 4.375in), 2,199 c.c. (134.2 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 3,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.84, 9.28 and 14.83 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 8ft 3in (251 cm); widest track, 4ft 8in (142 cm). Overall length, saloon, 13ft 11¼in (439 cm); Countryman, 14ft 5¾in (441 cm); width, 5ft 9¼in (179 cm); height, saloon, 5ft 5¾in (167 cm); Countryman, 5ft 7¼in (171.45 cm); ground clearance, 7¼in (19 cm); turning circle, 39ft (1,188 cm). Weight (approx.), saloon, 2,702 lb (1,228 kg); Countryman, 2,895 lb (1,316 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

List price, fixed-head saloon £627; sliding head £635; Countryman £775.

A.90 Atlantic: 4-cyl, 87.3 x 111.1 mm (3.4375 x 4.375in), 2,660 c.c. (162.3 cu in); o.h.v.; compression ratio, 7.5 to 1; 88 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.125, 5.84, 9.28 and 15.34 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 8ft (244 cm); widest track, 4ft 7½in (140 cm). Overall length, 14ft 9¾in (450.51 cm); width, 5ft 10in (178 cm); height, 5ft 1½in (156.21 cm); ground clearance, 7½in (19 cm); turning circle, 39ft (1,188 cm). Weight (approx.), 2,996 lb (1,362 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 5.50—16in. Battery, 12-volt, 63 a/h.

List price, sports saloon £919.

A.125 Sheerline: 6-cyl, 87 x 111 mm (3.427 x 4.37in), 3,995 c.c. (244 cu in); o.h.v.; compression ratio, 6.8 to 1; 4 speeds, synchromesh (overall ratios, saloon, 4.09, 5.82, 9.49 and 18.83 to 1; limousine, 4.45, 6.35, 10.5 and 15.06 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: saloon, 9ft 11¾in (302.88 cm); limousine, 11ft (335 cm); widest track, saloon, 5ft (152 cm); limousine, 5ft 0½in (153.27 cm). Overall length, saloon, 16ft (487 cm); limousine, 17ft 0⅜in (518.39 cm); width, 6ft 1in (185 cm); height, saloon, 5ft 7in (170 cm); limousine, 5ft 7½in (171.27 cm); ground clearance, 6½in (16.5 cm); turning circle, saloon, 43ft (1,310 cm); limousine, 45½ft (1,386.84 cm). Weight (approx.), saloon, 4,158 lb (1,893 kg); limousine, 5,600 lb (2,545 kg).

Tank capacity, 16 Imperial gallons (72 litres). Tyre size, saloon, 6.50—16in; limousine, 7.00—16in. Battery, 12-volt, 70 a/h.

List price, saloon £1,307; limousine £1,449.

A.135 Princess: Overall length, 16ft 0½in (488.27 cm); width, 6ft 0½in (184 cm); height, 5ft 6in (167.64 cm). Weight (approx.), 4,340 lb (1,968 kg).

Other details as for **A.125.**

List price, saloon £1,617; limousine £1,667.



Businesslike front of the Bristol Type 401, which, like the whole car, has been aerodynamically styled to reduce wind resistance to the minimum.

BENTLEY 170

Bentley Motors (1931), Ltd.,
14-15, Conduit Street, London, W.1

PLUM of the four cars on the Bentley stand is the Continental, which is at present being built in limited numbers for the export market only. Apart from the tremendous performance of this car, it captures the imagination and the eye by its flowing lines, designed with the reduction of wind drag kept well in mind: a most impressive exhibit. Interest in the stand, however, is also maintained by the standard 4½-litre saloon, which has been redesigned to provide more luggage room. It is a little longer in overall length than before, thereby gaining considerably in the sleekness of its appearance.

Two other models are on show. One is a fine drop-head coupé by Park Ward, who supply a large proportion of Bentley bodies, and the other is a two-door saloon by James Young, another important builder of

Austin's Seven, the successor to the inter-war car of almost legendary fame. The modern version is a willing full four-seater with an 803 c.c. engine with overhead valves and the substantial output of 30 b.h.p. at 4,800 r.p.m.



Bentley bodies. All the cars are powered by 4½-litre engines, that in the Continental making it one of the highest performance cars in the Show, regardless of size or type. There is the further considerable interest that, as more fully described in this issue (page 1383), Hydramatic tranamission is now available optionally.

Specification

Sports Saloon: 6-cyl, 92 x 114 mm (3.622 x 4.50in), 4,566 c.c. (279 cu in); o.h.i. side exhaust valves; compression ratio, 6.3 to 1; 4 speeds, synchromesh (overall ratios, 3.7, 5.0, 7.5 and 11.1 to 1); steering column control. Hydramatic tranamission alternatively. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, servo-assisted hydro-mechanical.

Wheelbase: 10ft (304.8 cm); widest track, 4ft 10½in (149 cm). Overall length, 16ft 7½in (506.75 cm); width, 5ft 11in (180 cm); height, 5ft 5½in (166 cm); turning circle, 41½ft (1,258 cm). Weight (approx.), 4,170 lb (1,895 kg).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size, 6.50—16in. Battery, 12-volt, 55 a/h.

List price, chassis £2,270; standard saloon £3,100; Park Ward drop-head coupé £4,280; H. J. Mulliner saloon £4,190; James Young 2-door saloon £4,280.

BRISTOL 133

Bristol Aeroplane Co., Ltd., Car Division, Filton, Bristol

WHEN this aircraft company entered the car-manufacturing field, it set out to build a car which it considered to be as near perfect as possible. Very quickly, with the introduction of the 401 model, it achieved its object, for the car is one of the most difficult with which to find fault. Superb manufacturing care, excellent design, and a high-performance 2-litre engine (which, modified, powers the competition Frazer-Nash) have made it one of the world's finest cars. It comes to the 1952 Show without any special modification, but the company has managed to reduce the price by a useful amount, and the heater is included as standard equipment at the new price. One of the features of this model almost unknown on other cars these days is the free-wheel on first gear. This permits clutchless changes to be made into bottom when a fast get-away from low speed is desired, and it also means that in traffic which is moving jerkily the car can be accelerated in first and then allowed to free wheel.

Specification

Type 401: 6-cyl, 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.3 cu in); o.h.v.; compression ratio, 7.5 to 1; 85 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.04, 7.12 and 14.08 to 1); central control. Suspension: independent front, transverse springs; torsion bar rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 9ft 6in (289.56 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 11¼in (487 cm); width, 5ft 7in (170 cm); height, 5ft (152.4 cm); ground clearance, 6½in (16.5 cm); turning circle, 37½ft (1,143 cm). Weight (approx.), 2,700 lb (1,225 kg).

Tank capacity, 17 Imperial gallons (77.24 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

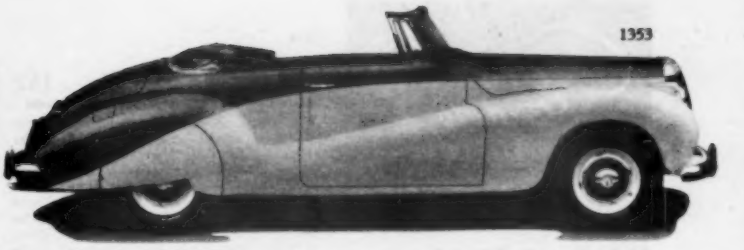
List price, saloon £2,000.

BUICK 117

Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, London, N.W.10

THE Buick is unusual among current American cars in having a straight eight o.h.v. engine. Two sizes of engine are offered in four lengths of wheelbase and there are no fewer than sixteen body styles to choose from. All cars have independent front suspension by coil springs and wishbones, and coil springs are also used at the rear. Many buyers choose the optional extra equipment of the Dynaflow torque converter transmission, but the normal synchromesh gear box is also available.

On the convertibles the hood and windows are operated by hydraulic and electric controls. The distinctive but massive



A very graceful two-colour drop-head coupé, the 3-litre Daimler Convertible. The head is power operated and is here shown in its neat lowered position.

radiator grille and bumper give the cars an air of solidity and the general appearance has been improved by higher tail lines on the latest series. Power-assisted steering is available on some models.

Specification

Series 40 Special: 8-cyl, 80.96 x 104.77 mm (3.187 x 4.125in), 4,316 c.c. (263.3 cu in); o.h.v.; compression ratio, 6.6 or 7.2 to 1; 128 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 6.47 and 10.41 to 1); Dynaflow torque converter optional; steering column control. Suspension: independent front, coil springs front and rear. Brakes, duo-servo hydraulic.

Wheelbase: 10ft 1½in (308.6 cm); widest track, 4ft 11in (149.86 cm). Overall length, 17ft 1in (521.34 cm); width, 6ft 4¼in (193.33 cm); height, 5ft 5½in (165.35 cm); ground clearance, 6¾in (17 cm); turning circle, 39½ft (1,204.24 cm). Weight (approx.), 3,834 lb (1,743 kg).

Tank capacity, 16½ Imperial gallons (74 litres). Tyre size, 7.60—15in. Battery, 6-volt, 120 a/h.

Series 50 and 52 Buyer: Wheelbase: Series 52, 10ft 5½in (318.7 cm); widest track, 5ft 2¼in (158.75 cm). Overall length, Series 50, 17ft 2¼in (523.71 cm); Series 52, 17ft 6¼in (533.87 cm); width, 6ft 8in (203.2 cm); height, 5ft 4¼in (167 cm); turning circle, Series 52, 41½ft (1,264.94 cm). Weight (approx.), Series 52, 4,040 lb (1,836 kg).

Other details as for **Series 40 Special.**

FOR RACE FANS

This year, for the first time, there is a special exhibit of out-and-out racing cars, which may be seen on Stands 127 and 128. They comprise the following:

International formula 2 (up to 2,000 c.c. unsupercharged). Alta, Connaught, Cooper-Bristol, Frazer-Nash, and H.W.M.

International formula 3 (up to 500 c.c. unsupercharged). Cooper, Kieft.

There are in addition, of course, the "special exhibits" of cars that have made meritorious performances within recent months. These will be found on the stands of the manufacturers concerned.

Series 70 and 72 Roadmaster: 8-cyl, 87.31 x 109.54 mm (3.437 x 4.312in), 5,249 c.c. (320 cu in); o.h.v.; compression ratio, 7.5 to 1; 170 b.h.p. at 3,800 r.p.m.; Dynaflow torque converter; steering column control. Suspension: independent front, coil springs front and rear. Brakes, duo-servo hydraulic.

Wheelbase: Series 70, 10ft 6in (320 cm); Series 72, 10ft 10in (330.20 cm); widest track, 5ft 2¼in (157.9 cm). Overall length, Series 70, 17ft 7in (535.78 cm); Series 72, 17ft 11in (545.94 cm); width, 6ft 8in (203.2 cm); height, 5ft 5in (165 cm); ground clearance, 7¼in (18.42 cm); turning circle, Series 70, 41½ft (1,272.56 cm); Series 72, 43ft (1,310 cm). Weight (approx.), Series 72, 4,452 lb (2,023.6 kg).

Tank capacity, 16½ Imperial gallons (74 litres). Tyre size, 8.00—15in. Battery, 6-volt, 120 a/h.

No prices quoted.

CADILLAC 117

Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, London, N.W.10

THIS is Cadillac's golden anniversary year, and to own a Cadillac is regarded in the United States as the outward symbol of material success. These vast, well-equipped cars have the big 5½-litre o.h.v. V-eight engine which now delivers 190 b.h.p., making it America's most powerful production car engine. Brakes have been enlarged to cope with the extra power. The improved Dual-Range Hydramatic transmission is standardized. Equipment available includes an electrically adjusted front seat, automatic folding heads on convertibles, electrically controlled window lifts, heating system, radio, an extra speaker in the rear compartment, fog lamps and windscreen washer. Power-assisted steering is optional on all models.

Specification

Series 60 and 62: 8-cyl, 96.84 x 92.07 mm (3.813 x 3.625in), 5,420 c.c. (331 cu in); o.h.v.; compression ratio, 6.7 to 1; 190 b.h.p. at 4,000 r.p.m.; 4 speeds, Hydramatic fluid coupling (overall ratios, 3.36, 4.872, 8.85 and 12.83 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, duo-servo hydraulic.

Wheelbase: Series 62, 10ft 6in (320 cm); Series 60, 10ft 10in (330 cm); widest track, 5ft 3in (160 cm). Overall length, Series 62, 17ft 11¼in (527.2 cm); Series 60, 18ft 8¼in (570 cm); width, Series 62, 6ft 8in (203.22 cm); Series 60, 6ft 8½in (204.49 cm); height, 5ft 2¼in (158.75 cm); ground clearance, 7¼in (18.41 cm); turning circle, Series 62, 45ft (1,372 cm); Series 60, 46ft (1,402 cm).

Tank capacity, 16½ Imperial gallons (74 litres). Tyre size, 8.00—15in. Battery, 6-volt, 115 a/h.

Series 75: Overall ratios, 3.77, 5.47, 9.93 and 14.4 to 1.

Wheelbase: 12ft 2¼in (372.7 cm). Overall length, 19ft 8¼in (601 cm); height, 5ft 4in (162.56 cm); ground clearance, 8in (20.32 cm); turning circle, 51ft (1,555 cm). Tyre size, 8.20—15in.

Other details as for **Series 62.**

No prices quoted.

CHEVROLET 167

General Motors, Ltd., Buckingham Gate, London, S.W.1

THE Chevrolet is America's most popular car and is sold in greater numbers than those of any other car in the world. Export models are assembled in many subsidiary factories throughout the world.

The Canadian-built Chevrolet is available with either a synchromesh gear box or automatic transmission. This consists of an hydraulic torque converter with planetary gears for reverse and the low emergency forward ratio, controlled by a manual selector. External changes on the Chevrolet for the current year include a revised frontal appearance, new side ornaments and modified rear wing treatment. There is a very wide choice of body styles and colour schemes. Among recent mechanical modifications is a three-point power unit mounting instead of the former four-point mounting.

Specification

De Luxe: 6-cyl, 90.49 x 100 mm (3.558 x 3.93in), 3,860 c.c. (236 cu in); o.h.v.; compression ratio, 6.7 to 1; 105 b.h.p. at 3,600 r.p.m.; Powerglide torque converter. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, hydraulic.

Wheelbase: 9ft 7in (292 cm); widest track, 4ft 11in (150 cm). Overall length, 16ft 6in (503 cm); width, 6ft 2in (209 cm); height, 5ft 8in (172.72 cm); ground clearance, 8in (20.32 cm); turning circle, 38ft (1,158 cm). Weight (approx.), 3,390 lb (1,541 kg).

Tank capacity, 13½ Imperial gallons (61 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

No price quoted.

Cars Stand to Stand

CHRYSLER 162

Chrysler Motors, Ltd., Mortlake Road., Kew Gardens, Surrey

THE Custom Imperial saloon is one of the biggest Chryslers and is powered by the 5.3-litre V-eight Firepower engine which develops 180 b.h.p. This is a modern power unit with push rods operating inclined valves in hemispherical combustion chambers. The transmission incorporates a fluid coupling, and power-operated steering is fitted. The Windsor de luxe saloon has the six-cylinder engine developing 119 b.h.p. This car has fluid drive, hydraulically operated four-speed gear box, hypoid rear axle, and independent front suspension by means of coil springs. For 1953 there are certain minor changes in appearance.

Specification

Windsor C60-1 and C60-2 De Luxe: 6-cyl, 87.3 x 120.6 mm (3.438 x 4.739in), 4,351 c.c. (266.9 cu in); side valves; compression ratio, 7 to 1; 119 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.14 and 10.02 to 1); optional, 4 speeds, Fluidmatic fluid coupling (overall ratios, 3.54, 6.20, 7.22 and 12.64 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 10ft 5in (319 cm); widest track, 4ft 11⅛in (151.2 cm). Overall length, 17ft 7in (536 cm); width, 6ft 4⅞in (195 cm); height, 5ft 2⅛in (158.75 cm); ground clearance, 7in (18 cm); turning circle, 40⅓ft (1,229 cm). Weight (approx.), 3,775 lb (1,714 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 7.60—15in. Battery, 6-volt, 120 a/h.

New Yorker C56-1 and C56-2 De Luxe: 8-cyl, 96.8 x 92.1 mm (3.81 x 3.625in), 5,426 c.c. (331 cu in); o.h.v.; compression ratio, 7.5 to 1; 180 b.h.p. at 4,000 r.p.m.; 4 speeds, Fluidmatic fluid coupling (overall ratios, 3.54, 6.20, 7.22 and 12.64 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 10ft 5in (319 cm); widest track, 4ft 11⅛in (151.2 cm). Overall length, 17ft 7in (536 cm); width, 6ft 4⅞in (195 cm); height, 5ft 2⅛in (159.39 cm); ground clearance, 7in (18 cm); turning circle, 44⅓ft (1,357 cm). Weight (approx.), 4,200 lb (1,909 kg).

Tank capacity, 16½ Imperial gallons (75 litres). Tyre size, 8.00—15in. Battery, 6-volt, 135 a/h.

Custom Imperial C58: Wheelbase: 11ft 1⅛in (339 cm); widest track, 5ft 0⅜in (153.35 cm). Overall length, 18ft 3in (556.22 cm); width, 6ft 4⅞in (195 cm); height, 5ft 3in (160 cm); ground clearance, 6⅝in (17 cm); turning circle, 45ft (1,372 cm). Weight (approx.), 4,350 lb (1,975 kg). Tyre size, 8.20—15in.

Other details as for **New Yorker**.

Crown Imperial C59: Wheelbase: 12ft 1⅛in (370 cm); widest track, 5ft 6in (168 cm). Overall length, 19ft 1⅛in (583 cm); width, 6ft 8⅛in (205.44 cm); height, 5ft 8⅛in (174.63 cm); ground clearance, 6⅝in (17 cm). Weight (approx.), 5,360 lb (2,433 kg). Tyre size, 8.90—15in.

Other details as for **New Yorker**.

No prices quoted.

CITROEN 152

Citroen Cars, Ltd., Trading Estate, Slough, Bucks

WHEN it was first introduced, the front-wheel-drive Citroen was so far ahead of its time that it has remained virtually unchanged except in detail for a period of about 18 years. Besides the four-cylinder model known as the Light Fifteen saloon, available with fixed or sliding roof, there is now a Big Fifteen with the same engine in a bigger car giving space for six people. There is also the six-cylinder saloon for those who want effortless long-distance travel.

The Citroen was one of the earliest examples of integral construction; other features which it pioneered are torsion bar suspension and easily removable wet cylinder liners. A gear lever projecting through the facia controls the three-speed synchromesh gear box. Main innovation for 1953 is a rear luggage locker which also encloses the spare wheel. Owing to its low build and its suspension system the car has an enviable reputation for road holding and stability on poor surfaces. Although unorthodox in having front wheel drive, the Citroen is respected as a trustworthy performance saloon of proved reliability.

Specification

Light Fifteen: 4-cyl, 78 x 100 mm (3.07 x 3.937in), 1,911 c.c. (115.67 cu in); o.h.v.; compression ratio, 6.5 to 1; 55.7 b.h.p. at 4,250 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.3, 7.3 and 13.1 to 1); facia board control. Suspension: independent front, torsion bar front and rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 6⅛in (291 cm); widest track, 4ft 0in (135 cm). Overall length, 14ft 7in (444 cm); width, 5ft 5⅛in (167 cm); height, 5ft (152.40 cm); ground clearance, 7in (18 cm); turning circle, 43ft (1,310 cm). Weight (approx.), 2,380 lb (1,081.8 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 165—400. Battery, 12-volt, 57 a/h.

List price, saloon £685.

Big Fifteen: Wheelbase: 10ft 1⅛in (309 cm); widest track, 4ft 10⅛in (148 cm). Overall length, 15ft 6⅛in (473.71 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm); ground clearance, 7in (18 cm); turning circle, 45⅓ft (1,386 cm). Weight (approx.), 2,548 lb (1,158.18 kg). Tank capacity, 15 Imperial gallons (68.18 litres).

Other details as for **Light Fifteen**.

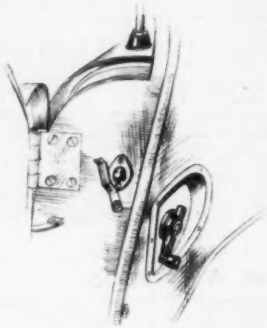
List price, saloon £740.

Six-cylinder: 6-cyl, 78 x 100 mm (3.07 x 3.937in), 2,866 c.c. (174.9 cu in); o.h.v.; compression ratio, 6.5 to 1; 76 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.87, 5.62 and 13.25 to 1); facia board control. Suspension: independent front, torsion bar front and rear. Brakes, Lockheed hydraulic.

Wheelbase: 10ft 1⅛in (309 cm); widest track, 4ft 10⅛in (148 cm). Overall length, 15ft 11in (485.08 cm); width, 5ft 10in (176 cm); height, 5ft 1in (154 cm); ground clearance, 7in (18 cm); turning circle, 45⅓ft (1,386 cm). Weight (approx.), 2,940 lb (1,336.36 kg).

Tank capacity, 15 Imperial gallons (68.18 litres). Tyre size, 185—400. Battery, 12-volt, 57 a/h.

List price, saloon £940.



Winder handle for the radio aerial on the Fiat 1900. The plunger switch operates the interior lights when the doors are open, but the spring clip can be used to over-ride the switch when desired.



The Fiat 1900 has a new anti-theft precaution in the form of a lockable plunger ahead of the front seats, which blocks the transmission. The fluid coupling permits the car to be started, but it cannot be driven away.

DAIMLER 165

Daimler Co., Ltd., Radford Works, Coventry

A COMPLETELY new model is to be found on the Daimler stand, known as the Convertible Coupé. This 3-litre model is exhibited in this country for the first time. A very graceful two-door body, with power operation for auxiliaries such as the head, door windows and locker lid, is mounted on a Special Series 3-litre chassis. This car has been developed from and supersedes the 2½-litre Special Sports model. The engine develops 100 b.h.p. on a compression ratio of 7.5 to 1 and with twin S.U. carburettors. Top gear is an overdrive in the four-speed pre-selector gear box and the fluid flywheel transmission is used, as is typical Daimler practice.

The Regency saloon, which was introduced at Earls Court last year, remains unchanged.

Both cars have distinctive modern styling, yet retain the well-known characteristics of the *marque*, such as the fluted radiator; they are beautifully finished both internally and externally and carry on the tradition of a British quality car. The two other models on show include the well-known 2½-litre Consort saloon, with an engine producing 70 b.h.p., and the Straight Eight limousine with Hooper coachwork; this car has an eight-seater

The four-cylinder Ford from Dagenham—the Consul. Fords have small wheels of 13 in. diameter, which reduces unsprung weight. The grille differs markedly from that of the Zephyr Six, an otherwise similarly bodied model.



body and many interior refinements such as an electrically operated division and fitted cocktail cabinet.

Specification

Consort: 6-cyl, 69.6 x 110.49 mm (2.74 x 4.35in), 2,522 c.c. (153.9 cu in); o.h.v.; compression ratio, 7 to 1; 70 b.h.p. at 4,200 r.p.m.; 4 speeds, pre-selector (overall ratios, 4.3, 6.7, 9.97 and 17.54 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase: 9ft 6in (290 cm); widest track, 4ft 4in (132 cm). Overall length, 15ft 1½in (462 cm); width, 5ft 4½in (164 cm); height, 5ft 5in (165 cm); ground clearance, 6in (15.24 cm); turning circle, 41ft (1,250 cm). Weight (approx.), 3,556 lb (1,616 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 6.00—16in. Battery, 12-volt, 69 a/h.

List price, saloon £1,333.

3-litre: 6-cyl, 76.2 x 107.95 mm (3 x 4.25in), 2,952 c.c. (180 cu in); o.h.v.; compression ratio, saloon, 6.7 to 1; coupé, 7.5 to 1; saloon, 90 b.h.p. at 4,100 r.p.m.; coupé, 100 b.h.p. at 4,400 r.p.m.; 4 speeds, pre-selector (overall ratios, saloon, 4.3, 6.7, 9.98 and 17.54 to 1; coupé, O.D., 4.89, 7.76 and 14.68 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase: 9ft 6in (289.54 cm); widest track, 4ft 9in (145 cm). Overall length, saloon, 15ft 11in (485 cm); coupé, 16ft 2½in (493 cm); width, saloon, 5ft 11in (180.34 cm); coupé, 5ft 10½in (179 cm); height, saloon, 5ft 5in (165 cm); coupé, 5ft 0½in (154 cm); ground clearance, saloon, 7in (17.78 cm); coupé, 6in (15.24 cm); turning circle, 42ft (1,280 cm). Weight (approx.), saloon, 4,000 lb (1,818 kg); coupé, 4,032 lb (1,833 kg).

Tank capacity, saloon, 16 Imperial gallons (72.73 litres); coupé, 15 Imperial gallons (68 litres). Tyre size, 6.50—16in. Battery, 12-volt, 69 a/h.

List price, Regency saloon £1,500; convertible coupé £1,710.

Straight Eight: 8-cyl, 85.09 x 120.015 mm (3.35 x 4.725in), 5,460 c.c. (333.2 cu in); o.h.v.; compression ratio, 6.3 to 1; 150 b.h.p. at 3,600 r.p.m.; 4 speeds, preselector (overall ratios, 4.09, 6.24, 9.65 and 17.05 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase: 12ft 3in (373.42 cm); widest track, 5ft 3in (160 cm). Overall length, 18ft 6in (563.84 cm); width, 6ft 1½in (187 cm); height, 6ft (182.9 cm); ground clearance, 7in (18 cm); turning circle, 50ft (1,524 cm). Weight (approx.), 5,900 lb (2,681 kg).

Tank capacity, 20 Imperial gallons (90.92 litres). Tyre size, 8.00—17in. Battery, 12-volt, 110 a/h.

List price, limousine £3,570.

DELAHAYE 146

Salbans (Mayfair), Ltd., 82, Park St., London, W.1

ONE of the most famous of France's larger cars, the Delahaye Type 135 has a six-cylinder 3½-litre engine and it is admirably suited for fast long-distance travel. It is available through the British distributors with convertible bodies which have been built in this country. An alternative model making its first appearance in Britain is the 235 M, with higher compression ratio and special cylinder head which raise the power output to 150 b.h.p. Transmission is through a Cotal electrically controlled gear box with a steering column gear change. The final drive ratio can be 3.41 or 3.23 to 1, and, therefore, very high cruising speeds can be maintained at moderate rates of engine r.p.m. A representative selection of modern bodywork is offered, including coachwork by Antem of Paris.

Specification

Type 135M: 6-cyl, 84 x 107 mm (3.346 x 4.213in), 3,557 c.c. (262 cu in); o.h.v.; compression ratio, 7.58 to 1; 135 b.h.p. at 3,850 r.p.m.; 4 speeds, Cotal preselector (overall ratios, 3.4, 5.6, 7.6 and 11.8 to 1); steering column control. Suspension: independent front, transverse springs; ½-elliptic rear. Brakes, Bendix servo.

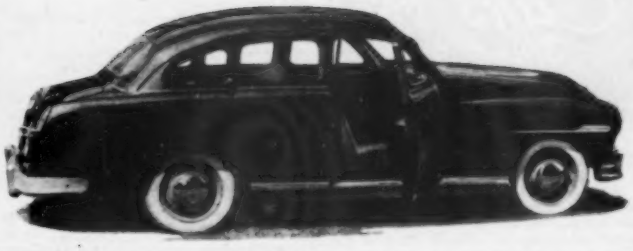
Wheelbase: 9ft 7in (292 cm); widest track, 4ft 10in (147.32 cm). Overall length, 15ft 9in (480 cm); width, 4ft 10½in (149 cm); height, 4ft 11½in (151 cm); ground clearance, 7½in (20 cm); turning circle, 42ft (1,280 cm). Weight (approx.), 3,432 lb (1,560 kg).

Tank capacity, 22 Imperial gallons (100 litres). Tyre size, 6.00—17in. Battery, 12-volt, 75 a/h.

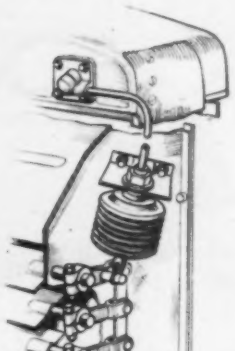
Type 235: Compression ratio, 8 to 1; 152 b.h.p. at 4,200 r.p.m. Weight (approx.), 3,300 lb (1,500 kg).

Other details as for **Type 135M.**

No price quoted.



From France comes the interesting Ford Vedette 53, a family car powered by a 2.2-litre engine of V8 layout. The stepped back is new this year and gives improved luggage room.



On the new French Ford Vedette 53, the radiator is fully shrouded and air flow is regulated by these thermostatically controlled shutters.

DE SOTO 169

Dodge Brothers (Britain), Ltd., Norfolke Road, Kew Gardens, Surrey

IN the spring of this year De Soto introduced a new model with an overhead valve V-eight engine similar to that in the Chryslers produced by the same group, but smaller in size. The six-cylinder range is also continued. The engine is waterproofed throughout, and easy starting and smoother operation while warming up are assured by an automatic choke built into the carburettor. For 1953, detail styling changes have been made. Very large window areas are a feature and there are many different colour schemes. The radiator grille is made up from a number of curved vertical bars which can be individually replaced if damaged. Most De Sotos are sold with a semi-automatic transmission consisting of a fluid drive and hydraulically operated four-speed gear box, but a conventional synchromesh gear box is listed as an alternative.

Specification

Diplomat SP24-1 and SP24-2: 6-cyl, 82.55 x 111.1 mm (3.25 x 4.395in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 97 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.14 and 10.02 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 6in (289.56 cm); widest track, 4ft 10½in (149 cm). Overall length, 15ft 9½in (499.33 cm); width, 6ft 1½in (185.95 cm); height, 5ft 3½in (161.60 cm); ground clearance, 7in (18 cm); turning circle, 39½ft (1,209 cm). Weight (approx.), 3,075 lb (1,398 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

Powermaster 5.18: 6-cyl, 87.31 x 114.3 mm (3.434 x 4.5in), 4,107 c.c. (250.6 cu in); side valves; compression ratio, 7 to 1; 116 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.14 and 10.02 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 10ft 5in (319 cm); widest track, 4ft 11½in (151.59 cm). Overall length, 17ft 9½in (542 cm); width, 6ft 4½in (195 cm); height, 5ft 2½in (158.75 cm); ground clearance, 7in (18 cm); turning circle, 40½ft (1,229 cm). Weight (approx.), 3,660 lb (1,664 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 7.60—15in. Battery, 6-volt, 120 a/h.

Firedome: 8-cyl, 92.1 x 84.9 mm (3.622 x 3.342in), 4,524 c.c. (277.5 cu in); o.h.v.; compression ratio, 7.1 to 1; 160 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.73, 6.83 and 9.59 to 1); steering column control. Weight (approx.), 3,840 lb (1,745 kg).

Other details as for **Powermaster.**

No prices quoted.

DODGE 169

Dodge Brothers (Britain), Ltd., Norfolke Road, Kew Gardens, Surrey

AN important new model for 1953, the Dodge Coronet four-door saloon, is now powered by a new V-eight overhead valve engine which develops 140 b.h.p.



Healey's latest—the 2.6-litre Hundred. See page 1390 for complete description.

Cars Stand to Stand

The transmission is semi-automatic, with a fluid coupling.

Also shown is the Meadowbrook saloon with six-cylinder-in-line engine giving 103 b.h.p.; this also has the special Gyro-matic transmission. Finally there is the Kingsway Custom with six-cylinder engine of 97 b.h.p. Dodge models have been re-styled for 1953 with attractive new front wing treatment and some striking dual colour schemes.

Specification

Kingsway D.43-1 and D.43-2: 6-cyl, 82.55 x 111.1 mm (3.25 x 4.375in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 97 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.14 and 10.02 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 6in (289.54 cm); widest track, 4ft 10⅛in (149 cm). Overall length, 15ft 9⅝in (499.33 cm); width, 6ft 1⅜in (185.95 cm); height, 5ft 3⅜in (161.60 cm); ground clearance, 7in (18 cm); turning circle, 39½ft (1,209 cm). Weight (approx.), 3,075 lb (1,398 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

Meadowbrook D.46: 6-cyl, 82.55 x 117.5 mm (3.25 x 4.625in), 3,772 c.c. (231.4 cu in); side valves; compression ratio, 7 to 1; 103 b.h.p. at 3,600 r.p.m.

Wheelbase: 9ft 11in (302.24 cm); widest track, 4ft 11⅛ in (150 cm). Overall length, 16ft 9⅛ in (511.51 cm); width, 6ft 1⅛in (186 cm); height, 5ft 2in (157.48 cm); ground clearance, 7in (18 cm); turning circle, 41ft (1,249 cm). Weight (approx.), 3,285 lb (1,493 kg). Battery, 6-volt, 105 a/h.

Other details as for **Kingsway.**

Coronet D.44 and D.48: 8-cyl, 87.31 x 82.55 mm (3.434 x 3.25in), 3,956 c.c. (242.7 cu in); o.h.v.; compression ratio, 7.1 to 1; 140 b.h.p. at 4,400 r.p.m.

Wheelbase: D.44, 9ft 11in (302.24 cm); D.48, 9ft 6in (289.54 cm); widest track, 4ft 10⅝in (149.37 cm). Overall length, 16ft 9⅛in (511.51 cm); width, 6ft 1⅛in (186 cm); height, 5ft 2in (157.48 cm).

Tyre size, 7.10—15in. Battery, 6-volt, 105 a/h.

Other details as for **Kingsway.**

No prices quoted.

FIAT 158

Fiat (England), Ltd., Water Rd., Wembley, Middlesex

SPORTING enthusiasts will be drawn to the Fiat stand by the new 8V sports coupé, a 120 m.p.h. car with 2-litre V-eight overhead valve engine and independent suspension for all four wheels. Also making its first appearance in Britain is the new Fiat 1900, with 2-litre four-cylinder engine, fluid coupling and five-speed gear box. Fifth speed is geared up to give the effect of an overdrive and the car has a maximum speed of 85 m.p.h. Its body and chassis components are derived from the Fiat 1400, an advanced post-war design with engine mounted far forward. The rear suspension is unusual; it has coil springs, laminated radius arms and a transverse compensating rod which locates the axle, and gives the suspension nearly constant periodicity regardless of load.

The little 500C convertible and station wagon are still Italy's most popular small family cars. The station wagon now has a smart new all-metal body which is being seen in England for the first time.

Specification

500 C: 4-cyl, 52 x 67 mm (2.05 x 2.64in), 570 c.c. (34.77 cu in); o.h.v.; compression ratio, 6.45 to 1; 16.5 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.9, 8.6, 13.1 and 21.84 to 1); central control. Suspension: independent front, transverse springs; ½-elliptic rear. Brakes, hydraulic.

Wheelbase: 6ft 6½in (200 cm); widest track, 3ft 8in (111.76 cm). Overall length, 10ft 7⅛in (324.5 cm); width, 4ft 2⅛in (128.27 cm); height, 4ft 6½in (138 cm); ground clearance, 5½in (14.5 cm); turning circle, 28½ft (870 cm). Weight (approx.), 1,344 lb (611 kg).

Tank capacity, 4½ Imperial gallons (21.59 litres). Tyre size, 4.25—15in. Battery, 12-volt, 38 a/h.

1400: 4-cyl, 82 x 66 mm (3.23 x 2.60in), 1,395 c.c. (85.5 cu in); o.h.v.; compression ratio, 6.7 to 1; 44 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.44, 6.97, 10.57 and 17.4 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, Fiat-Baldwin hydraulic.

Wheelbase: 8ft 8⅜in (266 cm); widest track, 4ft 4⅝in (134 cm). Overall length, 13ft 11in (424 cm); width, 5ft 5⅛in (165.7 cm); height, 4ft 11⅝in (152 cm); ground clearance 6⅝in (17 cm); turning circle, 37ft (1,170 cm). Weight (approx.), 2,548 lb (1,158 kg).

Tank capacity, 10½ Imperial gallons (47.73 litres). Tyre size, 5.90—14in. Battery, 12-volt, 35 a/h.

1900: 4-cyl, 82 x 90 mm (3.23 x 3.543in), 1,900 c.c. (116.5 cu in); o.h.v.; compression ratio, 6.7 to 1; 58-60 b.h.p. at 3,700 r.p.m.; 5 speeds, fluid coupling, synchromesh (overall ratios, OD (3.33), 4.44, 6.48, 10.1 and 14.1 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, hydraulic.

Wheelbase: 8ft 8⅜in (264.2 cm); widest track, 4ft 4⅝in (132.13 cm). Overall length, 14ft 1⅛in (430.51 cm); width, 5ft 5⅛in (167 cm); height, 5ft (152.4 cm); ground clearance, 7⅛in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx.), 2,535 lb (1,138 kg).

Tank capacity, 10½ Imperial gallons (47.73 litres). Tyre size, 6.40—14in. Battery, 12-volt, 35 a/h.

8 V: 8-cyl, 72 x 61.5 mm (2.83 x 2.412in), 1,996 c.c. (122.4 cu in); o.h.v.; compression ratio, 8.5 to 1; 110 b.h.p. at 6,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.15, 7.25 and 11.04 to 1); steering column control. Suspension: independent front and rear, coil springs. Brakes, hydraulic.

Wheelbase: 7ft 10⅛in (240 cm); widest track, 4ft 2⅜in (128 cm). Overall length, 13ft 3⅛in (406 cm); width, 4ft 11⅛in (150 cm); height, 4ft 1⅛in (125 cm). Weight (approx.), 2,044 lb (929 kg).

Tank capacity, 17½ Imperial gallons (79.55 litres). Tyre size, 165—400. Battery, 12-volt, 35 a/h.

No price quoted.



The Humber Hawk has the typical smart Rootes Group appearance in its latest guise. The front is restrained and the lower grilles embody the side lamps. This is a very successful car overseas, where its roominess with economy is appreciated.

FORD 137

Ford Motor Co., Ltd., Dagenham, Essex

VALUE for money, emphasized when the company started the trend in price reductions this year, automatically draws the crowds to the Ford selection. Still going strong are the little Anglia, which has proved itself so rugged and economical over the years, and its bigger brother, the Prefect. For those who want faster, smoother cars there are the Consul and the Zephyr, both of which aroused tremendous interest upon their introduction the year before last. Last year a convertible was shown for the first time on the basis of the Zephyr and is just about to reach production. This year the whole range is once more being shown. There have been no major modifications, although the instruments on the Consul and Zephyr are now clustered round the steering column, and a parcels shelf, running the width of the car, is provided underneath them. The Anglia is, of course, the lowest priced saloon car made in Britain.

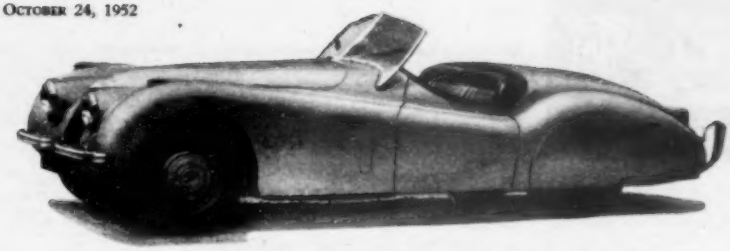
Specification

Anglia: 4-cyl, 56.6 x 92.5 mm (2.23 x 3.64in), 933 c.c. (56.93 cu in); side valves; compression ratio, 6.3 to 1; 23.4 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 10.76 and 18.72 to 1); central control. Suspension: transverse ½-elliptic springs front and rear. Brakes, Girling mechanical.

Wheelbase: 7ft 6in (228.6 cm); widest track, 3ft 9in (114.3 cm). Overall length, 12ft 8⅛in (386.6 cm); width, 4ft 8⅛in (143.5 cm); height, 5ft 4⅛in (163.2 cm); ground clearance, 8⅞in (22.5 cm); turning circle, 34½ft (1,059 cm). Weight (approx.), 1,636 lb (742 kg).

Side windows at the rear have been incorporated in the Hillman Minx drop-head coupé, thus relieving a troublesome "blind spot" of this type of body. The hood can be rolled back to the de ville position.





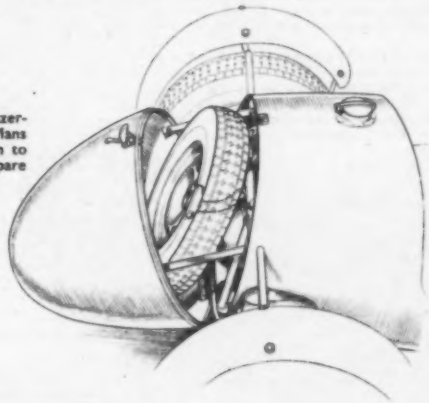
"If it looks right, it is right." The Jaguar XK120 has proved the truth of this adage in competition since its inception, for the car is one of the best-looking products of Britain and has amassed a long list of racing and competition successes.

Tank capacity, 7 Imperial gallons (31.82 litres). Tyre size, 4.50—17in. Battery, 6-volt, 87 a/h.
List price, saloon 2-door £313 10s.

Prefect: 4-cyl, 63.5 x 92.5 mm (2.5 x 3.64in), 1,172 c.c. (71.55 cu in); side valves; compression ratio, 6.16 to 1; 30.1 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.5, 9.71 and 16.89 to 1); central control.
Wheelbase: 7ft 10in (238.8 cm); widest track, 5ft 9in (114.3 cm). Overall length, 12ft 11½in (394.3 cm); width, 4ft 8½in (142.9 cm); height, 5ft 3½in (161.3 cm); ground clearance, 8¾in (22 cm); turning circle, 36½ft (1,105 cm). Weight (approx.), 1,808 lb (820 kg).
Tyre size, 5.00—16in. Battery, 6-volt, 87 a/h.
Other details as for **Anglia.**
List price, saloon 4-door £370 10s.

Consul: 4-cyl, 79.37 x 76.2 mm (3.125 x 3in), 1,508 c.c. (92 cu in); o.h.v.; compression ratio, 6.8 to 1; 47 b.h.p. at 4,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.556, 7.48 and 12.939 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.
Wheelbase: 8ft 4in (254 cm); widest track, 4ft 2in (127 cm). Overall length, 13ft 6¼in (413 cm); width, 5ft 4in (162.5 cm); height, 5ft 0½in (154.3 cm); ground clearance, 6½in (16.8 cm); turning circle, 40½ft (1,234 cm). Weight (approx.), 2,262 lb (1,026 kg).
Tank capacity, 9 Imperial gallons (40.92 litres). Tyre size, 5.90—13in. Battery, 12-volt, 45 a/h.
List price, saloon 4-door £470; convertible, manually operated head £570; convertible, power-operated head £615.

Zephyr: 6-cyl, 79.37 x 76.2 mm (3.125 x 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.8 to 1; 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.444, 7.297 and 12.62 to 1); steering column control.
Wheelbase: 8ft 8in (264.2 cm); widest track, 4ft 2in (127 cm). Overall length, 14ft 3½in (436.2 cm); width, 5ft 4in (162.5 cm); height, 5ft 0½in (154.3 cm); ground clearance, 7½in (18.1 cm); turning circle, 41½ft (1,264 cm). Weight (approx.), 2,447 lb (1,110 kg).
Tyre size, 6.40—13in. Battery, 12-volt, 45 a/h.
Other details as for **Consul.**
List price, saloon 4-door £532; convertible £677.



The tail of the Frazer-Nash Mark II Le Mans Replica hinges down to give access to the spare wheel.

FORD (Canada) 139

Lincoln Cars, Ltd., Great West Road, Brentford, Middlesex

MANY external changes have been made on the American and Canadian Fords for this year. They include a new grille, head lamps, bumpers, rear doors and rear wings, plus a new curved windscreen, resulting in a completely different appearance. There is a choice of six-cylinder or V8 engines. The six is a new overhead valve unit giving 101 b.h.p.; the V8 still has side valves, but a higher compression ratio gives it an extra 10 b.h.p. Suspension is by coil springs at the front and half-elliptics at the rear. Two transmissions are available, a synchromesh gear box with optional overdrive, or by Ford-o-Matic torque converter with three-speed automatic gear box.

Specification

Crestline Sunliner: 8-cyl, 80.9 x 95.2 mm (3.186 x 3.75in), 3,920 c.c. (239.4 cu in); side valves; compression ratio, 7.2 to 1; 110 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 6.29 and 10.83 to 1); Ford-o-Matic torque converter (overall ratios, 6.95, 10.29 and 16.96 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, duo-servo hydraulic.
Wheelbase: 9ft 7in (292 cm); widest track, 4ft 10in (147.32 cm). Overall length, 16ft 5¾in (502.28 cm); width, 6ft 1½in (186.35 cm); height, 5ft 4½in (152.5 cm); ground clearance, 8in (20.32 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 3,380 lb (1,536 kg).
Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 6.70—15in; with Ford-o-Matic transmission, 7.10—15in. Battery, 6-volt, 90 a/h.

Customline: 6-cyl, 90.4 x 91.4 mm (3.558 x 3.697in), 3,529 c.c. (216.5 cu in); o.h.v.; compression ratio, 7 to 1; 101 b.h.p. at 3,500 r.p.m.
Other details as for **Crestline.**
No prices quoted.

Access to the rear of the new hard-top body for the Jensen Interceptor is obtained by tilting the front seats. The hinge line is selected to permit the maximum aperture.



FORD (France) 115

Ford Société Anonyme Française, Export Division, Poissy (Seine-et-Oise), France

FROM the French Ford factory comes the Vedette 53, a redesigned version of a popular post-war model. Re-styled coachwork gives a bigger rear window, larger

Jensen's powerful, practical, Interceptor drop-head coupé, which has a 4-litre six-cylinder engine. The styling is noteworthy, and is the product of a firm that has also made a name for styling in its commercial vehicles.



Cars Stand to Stand

luggage locker and new frontal appearance. The engine is a small V8 side-valve unit of 2.2 litres with thermostatically controlled radiator shutters. Cylinder blocks and the upper half of the crankcase are in one casting, while another casting forms sump, bell housing and lower half of the crankcase. The Vedette 53 is sold with a guarantee for 31,000 miles or one year, covering both materials and labour. It has coil spring front suspension and half-elliptic rear.

The French factory also makes the chassis for the Comète version of the Vedette with coupé or convertible bodywork by Facel-Metallon of Paris. The Cotal electrically controlled gear box is available as an alternative to the three-speed synchromesh transmission.

Specification

Vedette and Comète: 8-cyl, 66.04 x 78.8 mm (2.6 x 3.102in), 2,158 c.c. (132.3 cu in); side valves; compression ratio, 7 to 1; 66 b.h.p. at 4,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.33, 7.677 and 13.48 to 1); 4-speed Cotal gear box optional; steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Bendix hydraulic.

Wheelbase: 8ft 10in (269 cm); widest track, 4ft 6 in (138 cm). Overall length, Vedette, 14ft 4in (452 cm); Comète, 14ft 4½in (462 cm); width, Vedette, 5ft 8in (172.7 cm); Comète, 5ft 8½ in (173.5 cm); height, Vedette, 5ft 0¼in (157.4 cm); Comète, 4ft 8in (142 cm); ground clearance, 7½in (19 cm); turning circle, 39ft (1,189 cm). Weight (approx.), Vedette, 2,625 lb (1,190 kg); Comète, 2,992 lb (1,360 kg).

Tank capacity, Vedette, 13½ Imperial gallons (62 litres); Comète, 13½ Imperial gallons (60 litres). Tyre size, Vedette, 165 x 400; Comète, 6.40—15in. Battery, 6-volt, 105 a/h.

No price quoted.

FRAZER-NASH 159

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex

ONE of the last-minute Show announcements concerns the new Frazer-Nash with 2.6-litre four-cylinder engine. By utilising a well-tried production engine giving an adequate 90 b.h.p. it has been possible to produce a model giving all the performance most buyers need at a much reduced price.

The Targa Florio two-seater is another new Frazer-Nash model recently introduced, with smooth-sided coachwork and bolt-on wheels. It has the Frazer-Nash 2-litre six-cylinder engine which now gives over 130 b.h.p. on 80 octane fuel. There is also the Le Mans Mark II, intended strictly for international sports car racing with bodywork built to the dimensions established by international regulations. This car has bolt-on wheels and bigger brakes than its predecessor, though centre lock racing wheels are still available for those who want them. Another feature to note is the new tail design with the ingenious method of carrying the spare wheel.

Specification

Le Mans Mark II and Mille Miglia: 6-cyl, 66 x 96 mm (2.598 x 3.779in), 1,971 c.c. (120.28 cu in); o.h.v.; compression ratio, 8.5 to 1; Le Mans, 132 b.h.p. at 5,750 r.p.m.; Mille Miglia, 125 b.h.p. at 5,500 r.p.m.; 4 speeds, synchromesh (overall ratios, Le Mans, 3.6, 4.7, 6.9 and 10.7 to 1; Mille Miglia, 3.6, 4.8, 7.9 and 15.5 to 1); central control. Suspension: independent front, transverse springs; torsion bar rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 8ft (243.84 cm); widest track, 4ft (121.92 cm). Overall length, Le Mans, 12ft 3in (373.42 cm); Mille Miglia, 12ft 6in (381 cm); width, Le Mans, 4ft 8in (96.52 cm); Mille Miglia, 4ft 8in (142.24 cm); height, to scuttle, Le Mans, 3ft (91.44 cm); Mille Miglia, 3ft 1in (94 cm); ground clearance, 6½in (16.5 cm); turning circle, 39ft (1,189 cm). Weight (approx.), Le Mans, 1,400 lb (636 kg); Mille Miglia, 1,876 lb (853 kg).

Tank capacity, Le Mans, 15 Imperial gallons (68.19 litres); Mille Miglia, 17 Imperial gallons (77.28 litres). Tyre size, 5.25—16in. Battery, 12-volt, 38 a/h.

List price, Le Mans Mark II £2,000; Mille Miglia £2,250.

Targa Florio: 132 b.h.p. at 5,750 r.p.m. Height, 3ft (91.44 cm). Weight (approx.), 1,848 lb (840 kg). Tank capacity, 12 Imperial gallons (54.55 litres).

Other details as for **Mille Miglia.**

List price, two-seater £1,950.

HEALEY 113

Donald Healey Motor Co., Ltd., The Cape, Warwick

THERE is much to attract the enthusiast on the Healey stand, and perhaps the most interesting exhibit is a completely new model known as the Healey Hundred (see pages 1347 and 1390). This car is dimensionally smaller than other models on view and is designed to provide a very smart, high-performance two-seater car in the medium price range. It is powered by the well-known Austin A.90 engine, while the chassis features include a new box section frame to which is welded the body frame structure, with the result that the car is in effect a partial *monocoque* construction. The lines are particularly pleasing and in appearance this is a model which is outstandingly good.

Other models on the stand include two types of body on the 2.4-litre chassis, a drop-head coupé and a Tickford saloon; also a 3-litre sports convertible and a Nash-Healey chassis.

Specification

2.4-litre: 4-cyl, 80.5 x 120 mm (3.69 x 4.725in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.85 to 1; 106 b.h.p. at 4,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 6.35, 8.1 and 14.55 to 1); central control. Suspension: independent front, coil springs front and rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 6in (441.94 cm); width, 5ft 5in (165 cm); height, 4ft 6in (137.16 cm); ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,800 lb (1,263 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.75—15in or 5.90—15in. Battery, 12-volt, 63 a/h.

List price, Tickford sports saloon £1,218; Abbott drop-head coupé £1,268.

3-litre: 6-cyl, 84 x 90 mm (3.31 x 3.54in), 2,993 c.c. (242.6 cu in); o.h.v.; compression ratio, 7 to 1; 106 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 5.1, 7.28 and 11.19 to 1); central control. Suspension, independent front, coil springs front and rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 7in (139.7 cm). Overall length, 14ft 2in (431.78 cm); width, 5ft 5in (165 cm); height, 4ft 2in (127 cm); ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,576 lb (1,171 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.90—15in. Battery, 12-volt, 63 a/h.

List price, sports convertible £1,400.

Nash-Healey: 6-cyl, 88.983 x 111.12 mm (3.5 x 4.375in), 4,138 c.c. (252.6 cu in); o.h.v.; compression ratio, 8.25 to 1; 135 b.h.p. at 4,000 r.p.m.; 3 speeds and overdrive, synchromesh (overall ratios, OD, 4.1, 6.36 and 10.54 to 1); central control. Suspension: independent front, coil springs front and rear. Brakes, Bendix duo-servo hydraulic.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 6in (137 cm). Overall length, 13ft 11in (424 cm); width, 5ft 3in (160 cm); height, 4ft 4in (132 cm); ground clearance, 7in (18 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,800 lb (1,263 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.40—15in. Battery, 6-volt, 105 a/h.

No price quoted.

HILLMAN 135

Hillman Motor Car Co., Ltd., Ryton-on-Dunsmore, Coventry

SMALLEST car in the Rootes Group range, the Hillman Minx has, over years, built up in its class a reputation for reliability and performance, together with a pleasing appearance. So often when a small- or medium-sized car is produced, clean flowing lines are lost; this is not so with the Minx, and it is interesting to note that its style of bodywork is very similar to that employed on the larger models produced by the Group.

Very few changes have been made to this model since last year, but minor modifications include horizontal plated strips on the side of the body and a stoneguard on the leading edge of the rear wing. Examples of the drop-head coupé and the Minx Estate car are also on show. The coupé is fitted with a two-door body and a three-position folding head, while the estate car has two side doors and double doors at the rear. All have the Minx four-cylinder side-valve engine of just over 1¼ litres, developing some 37½ b.h.p. Also on view is the "Minx International," a specially prepared Show model.

Specification

Minx: 4-cyl, 65 x 95 mm (2.56 x 3.74in), 1,265 c.c. (77.15 cu in); side valves; compression ratio, 6.63 to 1; 37.5 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.22, 7.78, 12.89 and 16.64 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 7ft 9in (236.2 cm); widest track, saloon and coupé, 4ft 0½in (123.5 cm); estate car, 4ft 2½in (128.3 cm). Overall length, saloon and coupé, 13ft 1½in (400 cm); estate car, 13ft 8in (416.6 cm); width, 5ft 2in (157.5 cm); height, saloon, 5ft (152.4 cm); coupé, 4ft 10½in (148.59 cm); estate car, 5ft 5¾in (163 cm); ground clearance, 7in (18 cm); turning circle 33ft (1,000 cm). Weight (approx.), saloon, 1,995 lb (905 kg); coupé, 2,016 lb (914 kg); estate car, 2,142 lb (971 kg).

Tank capacity, 7½ Imperial gallons (33 litres). Tyre size, saloon and coupé, 5.00—16in; estate car, 5.50—15in. Battery, 12-volt, 38 a/h.

List price, saloon £470; coupé £510; estate car £540.

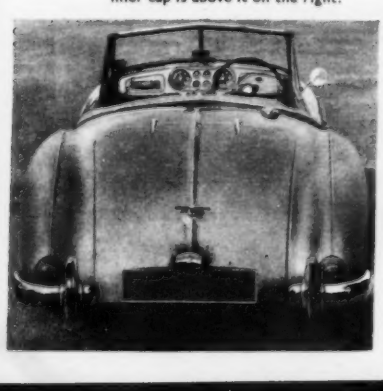
HOTCHKISS 120

Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7

ON view for the first time in Britain is the revolutionary Hotchkiss-Grégoire saloon with cast light alloy chassis structure, flat four light alloy engine mounted ahead of the front wheels, and independent suspension all round. The bodywork has a very smooth shape and the car is credited with an exceptionally high performance for a 2-litre saloon.

Also shown are examples of the more orthodox 3½-litre Hotchkiss range. These are the latest developments of a type which has had several victories in the Monte Carlo Rally. Front suspension is by coil springs and at the rear there are half-elliptics, with an auxiliary coil spring to provide a progressive stiffening of the suspension as the load is increased.

The new Jowett Jupiter has a luggage locker that is reached through an external lid. The filler cap is above it on the right.



Specification

3½-litre and Paris-Nice: 6-cyl, 86 x 100 mm (3.38 x 4.33in), 3,485 c.c. (212.67 cu in); o.h.v.; compression ratio, 6.5 to 1; Paris-Nice, 7.1 to 1; 100 b.h.p. at 4,000 r.p.m.; Paris-Nice, 110 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9 (Paris-Nice, 3.6), 5.11, 7.23 and 11.11 to 1; Cotal box as alternative); steering column or Cotal electric control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 10ft 3in (316.43 cm); widest track, 4ft 9in (144.78 cm). Overall length, 16ft 1in (490.24 cm); width, 5ft 10in (177.8 cm); height, 5ft 6in (167.6 cm); ground clearance, 7in (18 cm); turning circle, 31½ft (960 cm). Weight (approx.), 3,910 lb (1,450 kg).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size 6.50—16in. Battery, 12-volt, 90 a/h.

Gregoire 2-litre: Front wheel drive, 4-cyl, 86 x 90 mm (3.385 x 3.543in), 2,200 c.c. (134 cu in); o.h.v.; compression ratio, 6.5 to 1; 70 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.55, 4.7, 6.25 and 13.1 to 1); steering column control. Suspension: independent, coil springs front and rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 3in (251.42 cm). Overall length, 13ft 9in (419 cm); width, 4ft 3in (129.54 cm); height, 4ft 6in (137 cm). Weight (approx.), 2,420 lb (1,100 kg).

Tank capacity, 13½ Imperial gallons (60 litres). Tyre size, 5.50—16in. Battery, 12-volt, 90 a/h.

No prices quoted.

the compression ratios have been raised progressively to benefit from modern high octane fuels.

Specification

Pacemaker: 6-cyl, 90.5 x 93.4 mm (3.562 x 3.875in), 3,802 c.c. (232 cu in); side valves; compression ratio, 6.7 to 1; 112 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 7.46 and 11.8 to 1); overdrive optional; steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Bendix duo-servo.

Wheelbase: 9ft 11in (302.4 cm); widest track, 4ft 10½in. (148.59 cm). Overall length, 16ft 9in (511.83 cm); width, 6ft 5in (197 cm); height, 5ft 0in (152.78 cm). Ground clearance, 8in (20.64 cm), turning circle, 39½ft (1,196.62 cm). Weight (approx.), 3,510 lb (1,592 kg).

Tank capacity, 16⅔ Imperial gallons (75.76 litres). Tyre size 7.10—15in. Battery, 6-volt, 100 a/h.

Commodore and Super Six: 6-cyl, 90.5 x 111.1 mm (3.562 x 4.375in.), 4,294 c.c. (262 cu in); side valves; compression ratio, 7.2 to 1; 123 b.h.p. at 4,000 r.p.m.

Wheelbase: 10ft 4in (314.96 cm); widest track, 4ft 11½in (151.13 cm). Overall length, 17ft 4in (528.36 cm); width 6ft 5¾in (196.22 cm); height, 5ft 0⅝in (152.78 cm); ground clearance, 8¼in (20.64 cm); turning circle, 41½ft (1,272.56 cm). Weight (approx.), 3,655 lb (1,658 kg).

Other details as for **Pacemaker.**

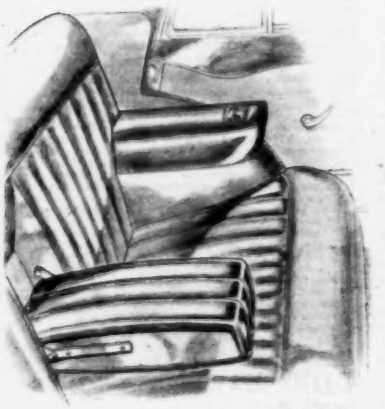
example, a small version of a traditional radiator grille is retained.

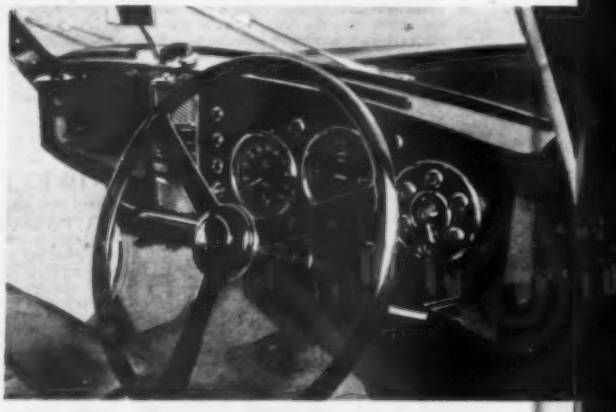
Also on the stand is a new version of the Humber Hawk; in this model, which has been designed only recently and is still up to date, only detail changes have been made. For example, the front end treatment has been modified and the car now has two horizontal intakes, one each side of the main vertical radiator grille; these also enclose the low-mounted side lamps. An example of the Pullman limousine, the largest car in the range, is also on show. The coachwork for this model is produced by Thrupp and Maberly.

Specification

Hawk: 4-cyl, 81 x 110 mm (3.1875 x 4.33in), 2,267 c.c. (138.2 cu in); side valves; compression ratio, 6.32 to 1; 58 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 6.78, 11.24 and 14.5 to 1); steering column change. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 8ft 9¼in (268 cm); widest track, 4ft 9in (144.8 cm). Overall length, 15ft 0¼in (458.47 cm); width, 5ft 10in (177.8 cm); height, 5ft 4⅝in (164.46 cm); ground clearance, 7¼in





A quality instrument layout on the Lagonda Mark II saloon. From right to left are mounted switches, grouped oil pressure gauge, ammeter and thermometer, speedometer and clock, warning lights and heater-ventilator controls.

Passenger comfort is increased by a wider seat with folding central arm-rest in the Lagonda Mark II saloon. An ashtray is recessed in the side arm-rest.

HUDSON 138

Hudson Motor Car Co., Great West Rd., London, W.4

WITH the Hudson-Aire series, the American hard-top style, already popular on coupés, is extended to four-door saloons. Rear quarter panels are very slim and maximum all-round vision is a feature. Hudson uses integral construction of the body and chassis, and the box section members of the body shell pass outside the rear wheels, increasing strength and rigidity. An unusually low build is permitted by this method of construction. Highest performance model is the Hornet, which has the six-cylinder 145 b.h.p. engine. It is joined this year by the Wasp with high compression 127 b.h.p. engine on a shorter wheelbase. There are also the Commodore range with choice of six- or eight-cylinder engines and the smaller Pacemaker series with 112 b.h.p. six-cylinder engine. Interiors are extremely commodious and have foam rubber seat cushions carried on spring frames.

All Hudsons have side valve engines, but

Hornet: 6-cyl, 97 x 114 mm (3.812 x 4.50in), 5,048 c.c. (308 cu in); side valves; compression ratio, 6.7 to 1; 145 b.h.p. at 3,800 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 7.46 and 11.8 to 1); overdrive or Hydramatic fluid coupling optional; steering column control. Weight (approx.), 3,680 lb (1,668 kg).

Other details as for **Commodore** and **Super Six.**

Super Eight and Commodore: 8-cyl, 76.2 x 114.3 mm (3 x 4.50in), 4,163 c.c. (254 cu in); side valves; compression ratio, 6.7 to 1; 128 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 7.46 and 11.8 to 1); steering column control. Weight (approx.), 3,675 lb (1,667 kg).

Other details as for **Super Six** and **Commodore.**

No prices quoted.

HUMBER 145

Humber, Ltd., Ryton-on-Dunsmore, Coventry

THE post-war styling theme used by the Rootes Group is very pleasing and well balanced. This treatment, already applied to the Humber Hawk, has now been given to the latest model, the new Super Snipe, which is making its first public appearance. This car replaces the previous model of the same name. It is fitted with a 4-litre overhead-valve engine and has a new chassis with a coil spring and wishbone independent front suspension in place of the transverse leaf spring system used on the previous model. The body style is extremely pleasing; it has well-balanced lines and a modern appearance, yet still retains British characteristics. For

(18.3 cm); turning circle, 37ft (1,100 cm). Weight (approx.), 3,711 lb (1,686 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 6.40—15in. Battery, 12-volt, 51 a/h.

List price, saloon £725; touring limousine £810.

Super Snipe: 6-cyl, 89 x 111 mm (3.5 x 4.37in), 4,139 c.c. (254 cu in); o.h.v.; compression ratio, 6.48 to 1; 113 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.7, 5.26, 7.74 and 11.58 to 1; optional ratios, 3.9, 5.54, 8.16 and 12.18 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 9ft 7½in (294 cm); widest track, 4ft 8½in (143 cm). Overall length, 16ft 5in (500 cm); width, 6ft 1½in (186.71 cm); height, 5ft 6in (167.64 cm); ground clearance, 7½in (19 cm); turning circle, 40ft (1,219 cm). Weight (approx.), 3,873 lb (1,760 kg).

Tank capacity, 15 Imperial gallons (68.19 litres). Tyre size, 7.00—15in. Battery, 12-volt, 64 a/h.

List price, saloon £1,045; touring limousine £1,130.

Pullman and Imperial: 6-cyl, 85 x 120 mm (3.35 x 4.72in), 4,080 c.c. (249.23 cu in); side valves; compression ratio, 6.25 to 1; 100 b.h.p. at 3,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.09, 5.89, 9.56 and 15.95 to 1); steering column control. Suspension: independent front, transverse springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 10ft 11in (332.7 cm); widest track, 5ft 2¼in (158 cm). Overall length, 17ft 7¼in (538.2 cm); width, 6ft 2¼in (189.8 cm); height, 5ft 9in (175.3 cm); ground clearance, 7½in (19 cm); turning circle, 48ft (1,478 cm). Weight (approx.), 4,445 lb (2,020 kg).

Tank capacity, 16 Imperial gallons (68.19 litres). Tyre size, 7.00—16in. Battery, 12-volt, 64 a/h.

List price, Pullman limousine £1,395; Imperial saloon £1,395.



JAGUAR 168

Jaguar Cars, Ltd., Coventry

MONTLHERY is within easy walking distance of Earls Court—at least, a section of that famous circuit is to be found on the Jaguar stand and on it is the XK120 coupé that recently captured a number of records and averaged 100.31 m.p.h. for over 16,851 miles. Also on the stand is a representative selection of the current Jaguar range, the Mark VII saloon, the XK120 super sports two-seater and the fixed-head coupé.

All these cars are powered by the famous 3½-litre six-cylinder twin overhead camshaft XK120 engine, a power unit that has proved to be equally suitable for both an open sports two-seater and a fast five-passenger sports saloon. Both the sports two-seater and the fixed head coupé are dimensionally similar below the waistline, while the Mark VII saloon is, in fact, quite a large car, yet its well-balanced lines and low build tend to create the impression that it is smaller than is the case.

Specification

Mark VII: 6-cyl, 83 x 106 mm (3.267 x 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.27, 5.84, 8.46 and 14.41 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic, with vacuum servo.

Wheelbase: 10ft (304.8 cm); widest track, 4ft 9½in (146 cm). Overall length, 16ft 4½in (499 cm); width, 6ft 1in (185.5 cm); height, 5ft 3in (160 cm); ground clearance, 7½in (19 cm); turning circle, 36ft (1,097 cm). Weight (approx), 3,700 lb (1,677 kg).

Tank capacity, 17 Imperial gallons (77.5 litres). Tyre size, 6.70—16in. Battery, 12-volt, 64 a/h.

List price, saloon £1,140.

XK120: 6-cyl, 83 x 106 mm (3.267 x 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 7 to 1 (optional 8 to 1); 160 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.77, 5.15, 7.47 and 12.72 to 1; optional, 3.31, 4.52, 6.56 and 11.17 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 3in (129.5 cm). Overall length, 14ft 5½in (440.67 cm); width, 5ft 2in (157.5 cm); height, 4ft 4½in (133.35 cm); fixed-head coupé, 4ft 6in (137 cm); ground clearance, 7¼in (18.1 cm); turning circle, 31ft (945 cm). Weight (approx), 2,750 lb (1,250 kg); coupé, 2,860 lb (1,297 kg).

Tank capacity, 15 Imperial gallons (68 litres); optional, 24 gallons (109 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

List price, super sports two-seater £1,130; fixed-head coupé £1,140.

XK120C: 6-cyl, 83 x 106 mm (3.267 x 4.173in), 3,442 c.c. (210 cu in); twin o.h.c.; compression ratio, 8 to 1; 200 b.h.p. at 5,800 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.31, 4.52, 6.56 and 11.17 to 1; six alternative ratios); central control. Suspension: independent front, torsion bar; transverse torsion bar rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft (243.8 cm); widest track, 4ft 3½in (130.45 cm). Overall length, 13ft 1in (398.74 cm); width, 5ft 4½in (163.83 cm); height, 3ft 7½in (110.49 cm); ground clearance, 5in (12.7 cm); turning circle, 31ft (945 cm). Weight (approx), 2,150 lb (977 kg).

Tank capacity, 40 Imperial gallons (181.84 litres). Tyre size, 6.50—16in. Battery, 12-volt, 40 a/h.

List price, two-seater £1,495.

JENSEN 148

Jensen Motors, Ltd., Carters Green, West Bromwich, Staffordshire

THREE examples of the Jensen Interceptor, two of them cabriolets and the third a saloon, are finished in cream, which well shows off their sleek and speedy looking lines. Detail modifications only have been made, but they are important because they affect the quality of the performance. Thus, in order to obtain great rigidity, so important in a drop-head body where there is no rigid roof structure to aid in tying front and rear together, large steel tubes of 5in diameter are welded to the main frame members and virtually become the body sills. The scuttle is of steel pressings and is welded to the chassis, the body floor incorporates a back-bone member of box section, and the rear portion of the body, comprising wheel arches, heel plate, and spare wheel tray, also consists of steel pressings welded to the chassis. The body shell is of light alloy. A feature of both models is the very large rear window.

Another important modification is the standardization of the Laycock-de Normanville overdrive, controlled by a slight rocking motion of the central gear lever when in top gear position. This gives a ratio of 2.85 to 1, on which the road speed is 28.2 m.p.h. at 1,000 r.p.m., affording high speed cruising with an absence of fuss and maximum fuel economy.

Specification

Interceptor: 6-cyl, 87 x 111 mm (3.42 x 4.37in), 3,993 c.c. (243 cu in); o.h.v.; compression ratio, 6.8 to 1; 130 b.h.p. at 4,000 r.p.m.; 4 speeds and overdrive, synchromesh (overall ratios, (OD, 2.85), 3.77, 5.40, 8.78 and 12.75 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 9ft 4½in (284 cm); widest track, 4ft 9½in (145.73 cm). Overall length, 15ft 8in (477 cm); width, 5ft 6in (167 cm); height, 4ft 10in (147 cm); ground clearance, 7in (18 cm); turning circle, 38ft (1,173 cm). Weight (approx), 3,024 lb (1,375 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

List price, saloon 2-door £1,700; Cabriolet 2-door £1,700.

JOWETT 134

Jowett Cars, Ltd., 48, Albemarle St., London, W.1

WHATEVER the conflicting views on the value of out-and-out racing to improve the breed, there is no doubt that competitions for normal production cars can quickly reveal any serious faults or weaknesses in a design. The Jowett company has long been active in competitions and the result is that the present cars can stand up to tremendously hard work without failing; and they can do this with the added attraction of excellent performance in relation to engine size. There are no major changes for 1953 in the Javelin saloon or in the Jupiter sports convertible, but both now incorporate a number of detail modifications. The saloon is produced in standard and de luxe forms, and both versions are being exhibited. There are also two Jupiters, and enthusiasts are inevitably taking special interest in the sectioned Series 3 chassis as well as in a Jupiter chassis.

Specification

Javelin: 4-cyl, 72.5 x 90 mm (2.85 x 3.54in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.2 to 1; 52.5 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.7, 10.6 and 17.4 to 1); steering column control. Suspension: independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase: 8ft 6in (259.04 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft (626.7 cm); width, 5ft 1in (155 cm); height, 5ft 0½in (153.67 cm); ground clearance, 7½in (19 cm); turning circle, 33ft (1,006 cm). Weight (approx), 2,168 lb (983 kg).

Tank capacity, 8 Imperial gallons (36 litres). Tyre size, 5.25—16in. Battery, 12-volt, 50 a/h.

List price, saloon £695; saloon de luxe £775.

Jupiter: 4-cyl, 72.5 x 90 mm (2.85 x 3.54in), 1,486 c.c. (90.9 cu in); o.h.v.; compression ratio, 7.6 to 1, optional 8 to 1; 62.5 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.3, 9.9 and 16.3 to 1); steering column control. Suspension: independent front, torsion bar; torsion bar rear. Brakes, Girling hydraulic.

Wheelbase: 7ft 9in (251.5 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft (427 cm); width, 5ft 2in (157.48 cm); height, 4ft 8in (142.24 cm); ground clearance, 8in (20.32 cm); turning circle, 31ft (945 cm). Weight (approx), 1,895 lb (860 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, two 6-volt, 50 a/h.

List price, Mark I convertible £825; Mark IA convertible £895.

KAISER 153

Blade, Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5

NAMED after the dynamic founder of the Kaiser car enterprise, the Henry J. is a small American family car which is shown with a side-valve four-cylinder 2.2-litre Willys engine based on the Jeep power unit.

Simple finish and equipment have enabled the total weight to be kept very low and a lively top gear performance is available. The latest model has a revised grille, high tail lamps in the wings and a luggage locker with external opening.

The Kaiser Manhattan is a bigger and more luxurious car offered with Hydra-matic transmission or synchronesh gear box with automatic overdrive. Changes for this year include a grille merged into the front bumper, more massive rear bumper and exceptionally large tail lamps. The facia panel incorporates a flexible crash pad.

Specification

Henry J. Corsair: 4-cyl, 79.37 x 111.1 mm (3.125 x 4.375in), 2,200 c.c. (134 cu in); side valves; compression ratio, 7 to 1; 68 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.68 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Bendix hydraulic.

Wheelbase: 8ft 4in (254 cm); widest track, 4ft 6in (137 cm). Overall length, 14ft 6½in (443 cm); width, 5ft 10in (177.8 cm); height, 5ft (152.4 cm); ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx), 2,300 lb (1,045 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.90—15in. Battery, 6-volt, 100 a/h.

Manhattan: 6-cyl, 84.13 x 111.1 mm (3.31 x 4.375in), 3,706 c.c. (226.2 cu in); side valves; compression ratio, 7.3 to 1; 115 b.h.p. at 3,650 r.p.m.; 3 speeds and overdrive, synchromesh (overall ratios, 3.91, 6.06 and 10.05 to 1); 4 speeds, Hydramatic fluid coupling (overall ratios, 3.54, 5.13, 9.31 and 13.5 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Bendix hydraulic.

Wheelbase: 9ft 10½in (300 cm); widest track, 4ft 10½in (146.69 cm). Overall length, 17ft 4½in (529.63 cm); width, 6ft 2in (187.98 cm); height, 5ft 0½in (153 cm); ground clearance, 7in (18 cm); turning circle, 38½ft (1,166 cm). Weight (approx), 3,171 lb (1,441 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

No prices quoted.

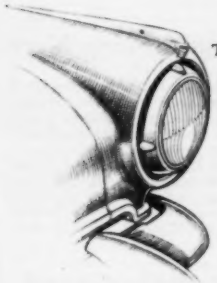
LAGONDA 132

Lagonda, Ltd., Hanworth Park Works, Feltham, Middlesex

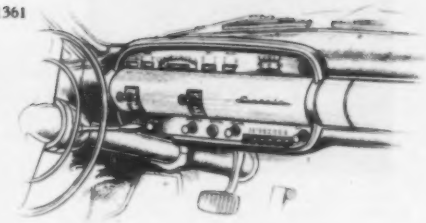
THIS stand exhibits one of the few present-day cars which have independent suspension of all four wheels. The chassis is little altered from last year, which is an indication of the success of this original design, but it now incorporates hydraulic jacks. Four cars are on show, two of which are the Mark II saloons. The body provides more passenger space than before without widening the exterior, and the front end is restyled a little to make a bolder and more pleasing appearance. The heating has also been replanned so that warm air is supplied to passengers in the rear as well as in the front. The coupés, however, provide the highlight of this stand, because one of them is a beautifully styled creation by the Swiss coachbuilding firm of Graber. This has shown itself to be well worth seeing for its appearance alone, and is one of the most interesting of the coachwork exhibits, even though displayed on one of the normal car stands. The other coupé is the standard Lagonda type which is restrained in style; it remains unchanged as a model for 1953.

Specification

Mark II: 6-cyl, 78 x 90 mm (3.07 x 3.54in), 2,580 c.c. (157.5 cu in); twin overhead camshafts; compression ratio, 6.5 to 1; 105 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.56, 6.06, 9.02 and 13.3 to 1); steering column control. Suspension: independent front and rear; coil springs front; torsion bar rear. Brakes, Lockheed hydraulic.



Left: Typical of the dummy air intakes which are now fashionable at the front, back and sides of American cars is this blackened aperture surrounding the head lamp of the Lincoln.



Right: Bold grouping of instruments and switches, with control levers reminiscent of aircraft practice, is found on the facia of the latest Lincoln from America. The radio aerial is extended and retracted electrically.

Wheelbase: 9ft 5½in (288.3 cm); widest track, 4ft 8½in (144.15 cm). Overall length, 15ft 8in (477.5 cm); width, 5ft 8in (172.7 cm); height, 5ft 4in (163 cm); ground clearance, 7in (18 cm); turning circle, 38ft (1,158 cm). Weight (approx), 3,248 lb (1,473 kg).

Tank capacity, 19 Imperial gallons (86.37 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

List price, saloon £1,925; drop-head coupé £1,900.

LANCHESTER 166

Lanchester Motor Co., Ltd., Radford Works, Coventry

PRODUCTS of this company have, over the years, built up a reputation for sound engineering and quality coachwork. On the stand is found the Lanchester Leda, an export version of the Lanchester Fourteen which was introduced some two years ago. The Leda is similar to the Fourteen in external appearance, but it has an all-steel body in place of the composite construction used for the Fourteen. Steel is also used for the door cappings and facia. The detail finish is good, and items such as real leather upholstery are retained. Both these models are mounted on the 2-litre chassis powered by a four-cylinder engine that develops some 60 b.h.p. at 4,200 r.p.m.

The chassis has a number of interesting features such as laminated torsion bars for the independent front suspension, and a system of automatic chassis lubrication. Also on the stand is the De Ville Convertible, a drop-head coupé model on the same 2-litre chassis. This car is fitted with a three-position head that can be opened to the de ville position, leaving the two front seats uncovered—a very desirable feature. From this position a facia-mounted switch can be used to lower the power-operated head.

Specification

Fourteen: 4-cyl, 76.2 x 107.9 mm (3.00 x 4.25in), 1,968 c.c. (120 cu in); o.h.v.; compression ratio, 6.7 to 1; 60 b.h.p. at 4,200 r.p.m.; 4 speeds, preselector (overall ratios, 4.55, 6.71, 10.53 and 17.45 to 1); steering column control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase: 8ft 8in (264 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 8in (447 cm); width, 5ft 5½in (166.4 cm); height, 5ft 5in (165 cm); ground clearance, 6½in (16.51 cm); turning circle, 33½ft (1,021 cm). Weight (approx.), 3,100 lb (1,409 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.70—15in. Battery, 12-volt, 69 a/h.

List price, saloon £985; convertible coupé £1,050

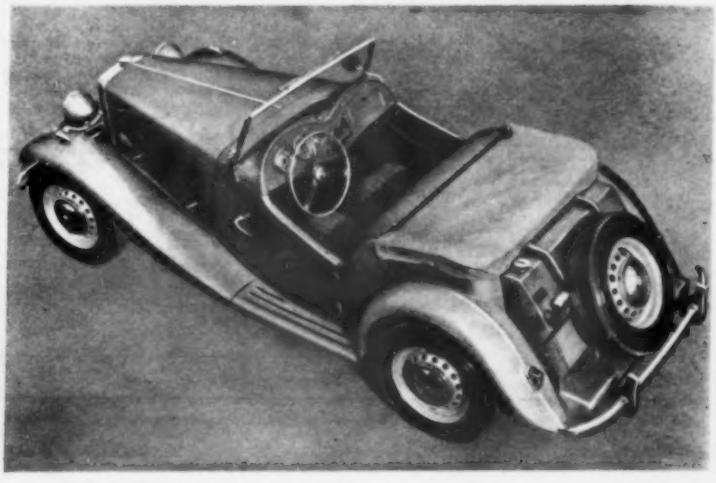


A good example of the British limited production quality sports saloon is the Lea-Francis Fourteen. The engine develops 65 b.h.p. at 4,700 r.p.m. with a compression ratio of 7.25 to 1. This is a car that will benefit by the return of high-octane fuels.



De Ville Convertible model of the Lanchester, which has power operation of the head and windows. The engine is an o.h.v. 2-litre four-cylinder, and the transmission is through the famous Daimler fluid flywheel.

No significant changes are made to the TD M.G. Midget, which relies on the appeal of tradition. There is a combined oil pressure and coolant temperature gauge next to the rev counter and the engine produces 54 b.h.p. at 5,500 r.p.m.



LANCIA 126

Lancia (England), Ltd., 372, Ealing Road, Alperton, Wembley, Middlesex

FROM Italy the Aurelia is an exceptionally interesting design, with its V-six o.h.v. engine at the front, rear-mounted gear box and independent suspension on all four wheels. Two engine sizes are available, one of 1,991 c.c. and a smaller one of 1,756 c.c. The larger unit powers the short-wheelbase Gran Turismo coupé which is one of the most successful Continental sports cars of the present day.

All Lancias have independent front suspension by vertical coil springs and slides and the Aurelias have independent rear suspension by semi-trailing wishbones and coil springs. The rear wheel drive shafts pass right through the hubs to universal



joints outside the wheels. Both saloon and coupé models have steel body-chassis structures. They have a remarkable capacity for high speed long-distance travel regardless of road surface.

Specification

Aurelia B50: 6-cyl, 70 x 76 mm (2.756 x 2.992in), 1,754 c.c. (107 cu in); o.h.v.; compression ratio, 7 to 1; 56 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.19, 6.0, 8.97 and 13.85 to 1); steering column control. Suspension: independent front and rear, coil springs. Brakes, Sabif hydraulic.

Wheelbase: 9ft 6½in (291 cm); widest track, 4ft 3¼in (130 cm). Overall length, 15ft 7in (465 cm); width, 5ft 5in (165 cm); ground clearance, 6in (15 cm); turning circle, 35½ft (1,090 cm). Weight (approx), 2,645 lb (1,204 kg).

Tank capacity, 13⅜ Imperial gallons (60 litres). Tyre size, 5.50—16in. Battery, 12-volt, 48 a/h.

Aurelia B21: 6-cyl, 72 x 81.5 mm (2.834 x 3.206in), 1,991 c.c. (124 cu in); o.h.v.; compression ratio, 7.8 to 1; 70 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.05, 5.82, 8.65 and 13.44 to 1); steering column control. Suspension: independent front and rear, coil springs. Brakes, Sabif hydraulic.

Wheelbase: 9ft 4½in (286 cm); widest track, 4ft 3¼in (130 cm). Overall length, 14ft 6in (442 cm); width, 5ft 1¼in (156 cm); height, 4ft 11in (149.86 cm); ground clearance, 6in (15 cm); turning circle, 35ft (1,067 cm). Weight (approx), 2,636 lb (1,198 kg).

Tank capacity, 13⅜ Imperial gallons (60 litres). Tyre size, 5.50—16in. Battery, 12-volt, 48 a/h.

Aurelia B20: Compression ratio, 8.8 to 1; 80 b.h.p. at 4,700 r.p.m. (overall ratios, 3.82, 5.55, 8.17 and 12.7 to 1).

Wheelbase: 8ft 8½in (266 cm). Overall length, 14ft 1in (429.24 cm); width, 5ft 0¼in (153.67 cm); height, 4ft 5¼in (135.89 cm); turning circle, 32½ft (99ft cm). Weight (approx), 2,324 lb (1,056 kg).

Other details as for **B21.**

No prices quoted.

LEA-FRANCIS 155

Lea-Francis Cars, Ltd., Much Park St., Coventry

ONE of the old-established producers of cars in this country, Lea-Francis, is a firm that caters for the enthusiast or connoisseur who requires a car with a definite individual character. On the stand this year are three models from the range; these include the 14 h.p. four-light saloon, together with the estate car, and the 2½-litre open sports.

All these models are powered by a similar style of engine with hemispherical combustion chambers with inclined valves operated by rockers and short push rods in conjunction with high-mounted camshafts, an arrangement that results in a high-performance engine that is neat and compact. Chassis features include torsion bar front suspension and an under-slung box-section frame. Also on show is a single-carburettor version of the 18 h.p. engine.

Specification

Fourteen: 4-cyl, 75 x 100 mm (2.95 x 3.93in), 1,767 c.c. (108 cu in); o.h.v.; compression ratio, 7.25 to 1; 65 b.h.p. at 4,700 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.88, 6.9, 10.42 and 16.845 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 9ft 3in (289.8 cm); widest track, 4ft 4½in (132.09 cm). Overall length, 15ft 1in (457.2 cm); width, 5ft 4in (162 cm); height, saloon, 5ft 0½in (153.67 cm); estate car, 5ft 3½in (161.29 cm); ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx), saloon, 2,910 lb (1,320 kg); estate car, 3,020 lb (1,369 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

List price, saloon 4-light £1,130; estate car £1,070.

Eighteen: 4-cyl, 85 x 110 mm (3.35 x 4.33in), 2,496 c.c. (153.5 cu in); o.h.v.; compression ratio, 6 to 1; 95 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.67, 8.54 and 13.46 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic. Weight (approx), 3,020 lb (1,369 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

Other details as for **Fourteen.**

List price, saloon 6-light £1,380.

2½-litre Sports: 4-cyl, 85 x 110 mm (3.35 x 4.33in), 2,496 c.c. (153.5 cu in); o.h.v.; compression ratio, 7 to 1; 100 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.64, 5.09, 7.68 and 12.57 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 8ft 3in (251.46 cm); widest track, 4ft 4½in (132.09 cm). Overall length, 13ft 9in (419.06 cm); width, 5ft 3in (160 cm); height, 4ft 6in (137.16 cm); ground clearance, 7in (18 cm); turning circle, 32ft (975 cm). Weight (approx), 2,570 lb (1,165 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.00—16in. Battery, 12-volt, 64 a/h.

List price, sports two-seater £1,240.

LINCOLN 139

Lincoln Cars, Ltd., Great West Rd., Brentford, Middlesex

FOR the current year the Lincoln has been completely restyled and fitted with a powerful new overhead valve V-eight engine replacing the side valve units formerly employed. External appearance is remarkably bold. The air intake at the front is completely merged into the bumper and the tail lamps are enormous.

Production is concentrated on one chassis with a large variety of body styles. Transmission is through a Hydramatic automatic gear box with fluid coupling. The coil spring front suspension is of a type new to the United States, the king pins turning in ball joints on the ends of the wishbones. Another feature is a carburettor submerged inside the air cleaner.

Specification

Capri: 8-cyl, 96.25 x 88.9 mm (3.682 x 3.5in), 5,204 c.c. (319 cu in); o.h.v.; compression ratio, 7.5 to 1; 4 speeds, Hydramatic fluid coupling (overall ratios, 3.31, 4.79, 8.70 and 12.7 to 1; optional, 3 speeds, synchromesh gearbox with overdrive); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, duo-servo hydraulic.

Wheelbase: 10ft 3in (312.42 cm); widest track, 4ft 10¼in (148.59 cm). Overall length, 17ft 10in (543.6 cm); width, 6ft 5¼in (196.58 cm); height, 5ft 2¼in (158.75 cm). Weight (approx), 4,085 lb (1,856 kg).

Tank capacity, 17 Imperial gallons (81.82 litres). Tyre size, 8.00—15in. Battery, 6-volt, 110 a/h.

No prices quoted.

M.G. 150

M.G. Car Co., Ltd., Abingdon-on-Thames, Berkshire

ON this stand the 1½-litre M.G. engine, a very versatile power unit, is shown adapted for three quite different purposes. There is the TD Midget, a trim little sports car that is very popular both in this country and in America; there is also the 1½-litre M.G. saloon, a compact four-seater that has a lively performance yet possesses a high degree of comfort and refinement while still retaining its sporting appeal. It does, in fact, meet the requirements of a family man who desires more than two seats in his car, yet wants a performance that is better than that provided by an ordinary small saloon.

There is also on view the TD-engined streamlined M.G., Goldie Gardner's Magic Midget, which recently travelled at a speed of 202 m.p.h. for one mile on the Bonneville Salt Flats in the U.S.A.

In standard form, as fitted to the two-seater TD, the engine develops 54 b.h.p. at 5,500 r.p.m., but this engine is capable of a very considerable amount of tuning, such is the reliability of its basic components.

Specification

TD Midget: 4-cyl, 66.5 x 90 mm (2.618 x 3.543in), 1,250 c.c. (76.25 cu in); o.h.v.; compression ratio, 7.25 to 1; 54.4 b.h.p. at 5,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.098, 10.609 and 17.938 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 7ft 10in (238.8 cm); widest track, 4ft 2in (127 cm). Overall length, 12ft 1in (367.3 cm); width, 4ft 10¼in (149 cm); height, 4ft 6in (137 cm); ground clearance, 6in (15 cm); turning circle, 31½ft (953 cm). Weight (approx), 2,072 lb (942 kg).

Tank capacity, 12½ Imperial gallons (56 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

List price, two-seater £530.

1½-litre, Series YB: 4-cyl, 66.5 x 90 mm (2.618 x 3.543in), 1,250 c.c. (76.25 cu in); o.h.v.; compression ratio, 7.25 to 1; 46 b.h.p. at 4,800 r.p.m.

Wheelbase: 8ft 3in (251.4 cm). Overall length, 13ft 8in (416.52 cm); height, 4ft 9in (144.78 cm); turning circle, 33½ft (1,020.24 cm). Weight (approx), 2,296 lb (1,044 kg).

Tank capacity, 8 Imperial gallons (36 litres).

Other details as for **TD Midget.**

List price, saloon £635.

MERCURY 139

Lincoln Cars, Ltd., Great West Rd., Brentford, Middlesex

THIS year many changes have been made in the Mercury, middle car in the three V-eight-engined ranges produced by the Ford group. Body styling is completely new, featuring a combined air intake and bumper at the front, a full wrap-round rear window, and big tail lamps which occupy the whole end faces of the rear wings. The new bodies are much roomier than last year's.

The engine is a side-valve V-eight unit similar to the engines in the previous series, but a higher compression ratio has raised the power output from 112 to 125 b.h.p. A wide choice of attractive dual-colour schemes is a feature of the current range and there are some interesting new upholstery materials.

Specification

Monterey: 8-cyl, 80.9 x 101.6 mm (3.186 x 4in), 4,186 c.c. (255.4 cu in); side valves; compression ratio, 7.2 to 1; 125 b.h.p. at 3,700 r.p.m.; 4 speeds, synchromesh (overall ratios, OD, 4.27, 6.84 and 12.34 to 1; optional, Merc-o-Matic torque converter, 6.95, 10.29 and 16.96 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, duo-servo hydraulic.

Wheelbase: 9ft 10in (299.72 cm); widest track, 4ft 10in (147.32 cm). Overall length, 17ft 8in (538.52 cm); width, 6ft 1¼in (186.7 cm); height, 5ft 4¼in (163.83 cm); ground clearance, 7¾in (20 cm); turning circle, 46ft (1,402 cm). Weight (approx), 3,570 lb (1,622 kg).

Tank capacity, 15½ Imperial gallons (70.46 litres). Tyre size, 7.10—15in. Battery, 6-volt, 100 a/h.

No prices quoted.

Drop-head coupé version of the Morgan Plus Four—a very lively sports car with a 2-litre engine. Although traditional in aspect, the Morgan was one of the earliest cars to have independent front suspension.



MORGAN 116

Morgan Motor Co., Ltd., Pickersleigh Rd., Malvern Link, Worcs

PERHAPS the products of the Morgan company are unique. This small firm formerly produced a three-wheeler which remained basically unchanged for a very long time. For a considerable time past the range has included a sports car and several models are on show. The aim of the makers has been to provide a car with a very good power-weight ratio, and to this end the Morgan Plus Four, as it is called, is powered by the well-known 2-litre four-cylinder overhead-valve Standard Vanguard engine. Several models are available—a two-seater coupé, a sports open two-seater, and a four-seater car, and both left- and right-hand drive examples of these three models are on show.

Another interesting exhibit is the Morgan chassis, which shows the light-weight construction and also the interesting form of independent front suspension.

Specification

Plus 4: 4-cyl, 85 x 92 mm (3.347 x 3.622in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 6.7 to 1; 68 b.h.p. at 4,300 r.p.m.; 4 speeds, synchro-mesh (overall ratios, 4.1, 5.48 and 13.5 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic. Wheelbase: 8ft (244 cm); widest track, 3ft 11in (119.4 cm). Overall length, 11ft 8in (355 cm); width, 4ft 8in (142 cm); height, two-seater, 3ft 10½in (118.11 cm); four-seater, 4ft (121.92 cm); coupé, 4ft 2in (127 cm); ground clearance, 7in (18 cm); turning circle, 33ft (1,006 cm). Weight (approx), two-seater, 1,680 lb (763.63 kg); four-seater, 1,736 lb (789 kg); coupé, 1,848 lb (838 kg).

Tank capacity, two-seater and coupé, 11 Imperial gallons (50 litres); four-seater, 10 Imperial gallons (45.5 litres). Tyre size, 5.25—16in. Battery, 12-volt, 57 a/h.

List price, two-seater £565; four-seater £580; coupé £620.

MORRIS 156

Morris Motors, Ltd., Cowley, Oxford

THE Morris Minor was a winner right from the start, and the latest version of this fine little car, the four-door saloon, which at present is for export only, is fitted with an overhead-valve engine developed by the British Motor Corporation. With a capacity of 800 c.c. this unit is more powerful than the side-valve engine that it replaces; consequently, the car is even more lively and will have a very definite appeal not only because of its performance and general handling qualities, but also by reason of its economical fuel consumption.

A two-door Minor saloon and an open tourer are also on show, and these models are unchanged except for minor details. The Oxford, the big brother of the Minor, is also unchanged except for a modified radiator grille, which is now plated, and minor modifications to the engine. The largest Morris, the Six, continues without major modification.

Specification

Minor, Series MM: 4-cyl, 57 x 90 mm (2.244 x 3.543in), 918.6 c.c. (56 cu in); side valves; compression ratio, 6.6 to 1; 27.5 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.55, 7.015, 10.477 and 17.994 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 7ft 2in (218.5 cm); widest track, 4ft 2½in (128.4 cm). Overall length, 12ft 4in (376 cm); width, 5ft 1in (155 cm); height, 4ft 10in (147.32 cm); ground clearance, 6¾in (17.1 cm); turning circle, 33½ft (1,014 cm). Weight (approx), 1,680 lb (762 kg).

Tank capacity, 5 Imperial gallons (22.7 litres). Tyre size, 5.00—14in. Battery, 12-volt, 38 a/h.

List price, saloon 2-door £373; tourer £373.

Minor, Series II: 58 x 76 mm (2.28 x 2.99in), 800 c.c. (50 cu in); o.h.v.; compression ratio, 7.2 to 1; 30 b.h.p. at 4,800 r.p.m. (Overall ratios, 5.286, 8.88, 13.69 and 21.618 to 1.)

Other details as for **Series MM.**

List price, saloon 4-door £405.

Oxford: 4-cyl, 73.5 x 87 mm (2.894 x 3.425in), 1,477 c.c. (90 cu in); side valves; compression ratio, 6.6 to 1; 41 b.h.p. at 4,000 r.p.m.; 4 speeds, synchro-mesh (overall ratios, 4.875, 7.324, 10.938 and 18.559 to 1); steering column control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 1in (246.4 cm); widest track, 4ft 5½in (135.9 cm). Overall length, 13ft 11in (424 cm); width, 5ft 5in (165 cm); height, 5ft 3in (160 cm); ground clearance, 6¾in (17.1 cm); turning circle, 37ft (1,128 cm). Weight (approx), 2,408 lb (1,095 kg).

Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

List price, saloon £510; estate car £530.

Six: 6-cyl, 73.5 x 87 mm (2.894 x 3.425in), 2,215 c.c. (135 cu in); o.h.c.; compression ratio, 6.5 to 1; 70 b.h.p. at 4,400 r.p.m.; 4 speeds, synchro-mesh (overall ratios, 4.55, 6.586, 10.248 and 14.642 to 1); steering column control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 2in (279.4 cm); widest track, 4ft 6in (137 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3¼in (161 cm); ground clearance, 7in (18 cm); turning circle, 41½ft (1,257 cm). Weight (approx), 2,812 lb (1,271 kg).

Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h.

List price, saloon £640.

NASH 114

Nash Connoisseaires, Ltd., Nash St., Albany St., London, W.1

BRITISH motorists will find that the small Nash Rambler is an economical American car comparable in size with the popular British family cars. Coachwork styles include a convertible with electrically operated head, the Country Club saloon, a hard top model with wrap-round rear window, and a station wagon. These cars have unit body-chassis structures in steel, with unusual front suspension in which the coil spring is compressed between the end of the upper wishbone and a bracket inside the top of the front wing. The larger Nash models, the six-cylinder Statesman and Ambassador, also have this kind of front suspension on the latest examples, the bodies for which have been styled by Pinin Farina of Italy.

Specification

Rambler: 6-cyl, 79.5 x 95 mm (3.125 x 3.75in), 2,830 c.c. (172.6 cu in); side valves; compression ratios, 7.25 to 1; 82 b.h.p. at 3,800 r.p.m.; 3 speeds (with overdrive), (overall ratios, OD, 5.9 and 9.85 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed-Bendix hydraulic.

Wheelbase: 8ft 4in (254 cm); widest track, 4ft 5½in (135.26 cm). Overall length, 14ft 6in (442 cm); width, 6ft 1½in (186.7 cm); height, 4ft 11½in (151 cm); ground clearance, 7¾in (20 cm); turning circle, 37ft (1,128 cm). Weight (approx), 2,430 lb (1,104 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 5.90—15in. Battery, 6-volt, 90 a/h.

Statesman: 6-cyl, 88.9 x 101.6 mm (3.50 x 4in), 3,783 c.c. (232 cu in); side valves; compression ratio, 7 to 1; 88 b.h.p. at 3,800 r.p.m.; 3 speeds (with overdrive), (overall ratios, OD, 7.087 and 11.24 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, Lockheed-Bendix hydraulic.

Wheelbase: 9ft 6½in (290 cm); widest track, 4ft 11⅝in (150.54 cm). Overall length, 16ft 10½in (514 cm); width, 6ft 6in (198 cm); height, 5ft 1½in (157 cm); ground clearance, 7½in (19 cm); turning circle, 42½ft (1,290 cm). Weight (approx), 2,970 lb (1,350 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 6.70—15in. Battery, 6-volt, 90 a/h.



A new grille of substantial horizontal and vertical bars slightly changes the frontal look of the Morris Oxford. The windows have stainless steel frames.

Ambassador: 6-cyl, 86 x 111 mm (3.375 x 4.375in), 3,850 c.c. (234.8 cu in); o.h.v.; compression ratio, 7.3 to 1; 120 b.h.p. at 3,400 r.p.m.; 3 speeds (with overdrive), (overall ratios, OD, 6.365 and 10.54 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, Lockheed-Bendix hydraulic.

Wheelbase: 10ft 1½in (308 cm); widest track, 5ft 0½in (153 cm). Overall length, 17ft 5½in (531.54 cm); width, 6ft 6in (198 cm); height, 5ft 2½in (158 cm); ground clearance, 8in (20.32 cm); turning circle, 44½ft (1,351 cm). Weight (approx), 3,410 lb (1,550 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 7.10—15in. Battery, 6-volt, 90 a/h.

No prices quoted.

OLDSMOBILE 129

General Motors, Ltd., 23, Buckingham Gate, London, S.W.1

THESE cars have the latest Dual-Range Hydramatic transmission, consisting of a fluid coupling and planetary gears which provide four forward speeds and reverse; there is a governor which determines automatically when the gears will be changed, and a hydraulic system which does the gear changing. The independent front suspension employs coil springs, but half-elliptics are now used at the rear. There are three basic types, the Classic 98 on a 10ft 4in wheelbase and the Super 88 and De Luxe 88 on a 10ft wheelbase. The 4,974 c.c. Rocket V-eight engine now gives 160 brake horse power, and the Super 88 fitted with this power unit is reported to be one of America's liveliest cars.

Specification

Series 88 Super: 8-cyl, 95.2 x 87.31 mm (3.75 x 3.434in), 4,970 c.c. (303 cu in); o.h.v. compression ratio, 6.64 to 1; 152 b.h.p. at 3,600 r.p.m.; 4 speeds, Hydramatic fluid coupling (overall ratios, 3.23, 4.68, 8.49 and 12.34 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Bendix duo-servo hydraulic.

Wheelbase: 10ft (305 cm); widest track, 4ft 11in (150 cm). Overall length, 16ft 11½in (517 cm); width, 6ft 3½in (192 cm); height, 5ft 5in (165 cm); ground clearance, 7½in (18.2 cm); turning circle, 41½ft (1,273 cm). Weight (approx), 3,646 lb (1,657 kg).

Tank capacity, 13 Imperial gallons (68 litres). Tyre size, 7.60—15in. Battery, 6-volt, 115 a/h.

Series 98 De Luxe: Saloon (overall ratios), 3.42, 4.96, 8.99 and 13.16 to 1; coupé, 3.64, 5.28, 8.58 and 12.9 to 1.

Wheelbase: 10ft 4in (315 cm). Overall length, 17ft 10in (543.7 cm); width, 6ft 4in (193 cm); turning circle, 42ft (1,280 cm). Weight (approx.), 3,758 lb (1,708 kg).

Tyre size, saloon, 7.60—15in; coupé, 8.00—15in.

Other details as for **Series 88.**

No prices quoted.

PACKARD 124

Leonard Williams and Co. (1940), Ltd., Great West Rd., Brentford, Middlesex

NO important changes have been made in the external appearance of Packard cars since last year, but several interesting mechanical innovations have been made. Servo brakes are now optional, the effort exerted by the driver on the pedal being supplemented by a vacuum servo piston

Cars Stand to Stand

actuated by suction from the engine inlet manifold. Detail improvements have been made to the Packard hydraulic torque converter transmission and this is fitted on the majority of the cars produced.

All Packards have straight eight engines. The 200 series uses an engine of 4,718 c.c. which can give up to 138 b.h.p., while the Mayfair, the convertible, and the long wheelbase 300 and Patrician 400, employ a larger engine, also a straight eight, of 5,358 c.c. giving up to 155 b.h.p.

Specification

200: 8-cyl, 88.9 x 95.25 mm (3.50 x 3.75in), 4,720 c.c. (288 cu in); side valves; compression ratio, 7 to 1; 135 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 5.96 and 9.47 to 1); Ultramatic torque converter optional; steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed-Bendix.

Wheelbase: 10ft 2in (309.88 cm); widest track, 5ft 0½in (153.67 cm). Overall length, 17ft 9in (543 cm); width, 6ft 6in (198.14 cm); height, 5ft 3in (160 cm); ground clearance, 7½in (19.05 cm); turning circle, 44ft (1,341 cm). Weight (approx), 3,690 lb (1,660 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 7.60—15in. Battery, 6-volt, 100 a/h.

300: 8-cyl, 88.9 x 107.95 mm (3.50 x 4.25in), 5,360 c.c. (327 cu in); side valves; compression ratio, 7 to 1; 150 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 5.96 and 9.47 to 1); Ultramatic torque converter optional; steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed-Bendix.

Wheelbase: 10ft 7in (322.58 cm); widest track, 5ft 0½in (153.67 cm). Overall length, 18ft 2in (553.68 cm); width, 6ft 6in (198.14 cm); height, 5ft 3in (160 cm); ground clearance, 7½in (19.05 cm); turning circle, 44ft (1,341 cm). Weight (approx), 3,905 lb (1,771 kg).

Tank capacity, 16 Imperial gallons (72.73 litres). Tyre size, 8.00—15in. Battery, 6-volt, 100 a/h.

400 Patrician: 8-cyl, 88.9 x 107.95 mm (3.50 x 4.25in), 5,360 c.c. (327 cu in); side valves; compression ratio, 7.8 to 1; 155 b.h.p. at 3,600 r.p.m.; Ultramatic torque converter; steering column control.

Weight, 4,135 lb (1,776 kg). Battery, 6-volt, 120 a/h.

Other details as for **300**.

No prices quoted.

The beautiful interior of the Rolls-Royce Silver Dawn model, for export only. Everything the passenger wants is to hand and the furnishings are in quiet good taste.



PANHARD 141

D. Salam, Ltd., 15, Cross Street, Manchester, 2

A GREAT reputation has been built up on the Continent by the Dyna Panhard with its flat-twin engine, front-wheel drive and light alloy coachwork. Many brilliant competition successes and records have been gained both by standard saloons and by small sports cars using Dyna components. These include first place in this year's Tour de France, and first place at Le Mans on performance index for three years running.

A new open two-seater known as the Dyna Junior recently went into production to supplement the saloon, convertible and station wagons.

Panhards exemplify the type of four-seater economy car which the French have developed since the war, giving a remarkable road performance with economy in fuel. Three engine sizes are available, 610, 750 and 850 c.c., all air-cooled flat twins with overhead valves. Gear boxes now have synchromesh operation.

Specification

Dyna 120: 2-cyl, 79.5 x 75 mm (3.13 x 2.95in), 745 c.c. (44.7 cu in); o.h.v.; compression ratio, 7.5 to 1; 35 b.h.p. at 5,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.96, 8.62, 13.04 and 17 to 1); facia board control. Suspension: independent front, transverse springs; torsion bar rear. Brakes, Bendix hydraulic.

Wheelbase: 6ft 11in (213 cm); widest track, 4ft (122 cm). Overall length, 12ft 6in (382 cm); width, 4ft 8½in (144 cm); height, 5ft 0½in (154 cm); ground clearance, 4¾in (12 cm); turning circle, 31¼ft (950 cm). Weight (approx.), 1,342 lb (620 kg).

Tank capacity, 6½ Imperial gallons (30 litres). Tyre size, 135—400. Battery, 12-volt, 40 a/h.

Dyna 130 Junior: 2-cyl, 85 x 75 mm (3.346 x 2.95in), 851 c.c. (52 cu in); o.h.v.; compression ratio, 7.25 to 1; 40 b.h.p. at 5,000 r.p.m.

Overall length, 12ft 1¼in (370 cm); width, 4ft 11in (150 cm); height, 4ft 9½in (hood raised) (129 cm). Weight (approx), 1,397 lb (635 kg).

Other details as for **Dyna 120**.

No prices quoted.

PEGASO 118

Harold Radford and Co., Ltd., Melton Court, South Kensington, London, S.W.7

FOR the first time the British public is able to see this interesting high performance sports model produced in Spain by a factory which is under joint operation by the State in co-operation with private capital.

Design features include a V-eight overhead camshaft engine, a five-speed gear box and a de Dion rear axle of most unusual layout. Front suspension is unique, as there are torsion bars projecting both fore and aft of the lower wishbones, and rear suspension is by transverse torsion bars lying across the frame. Very large brakes are fitted, those at the rear being mounted inboard on the tranamission casing. Some of the Pegaso coachwork is made at the E.N.A.S.A. factory in Barcelona, but chassis are also being supplied to the leading French and Italian coachbuilders.

Specification

2.5-litre: 8-cyl, 75 x 70 mm (2.95 x 2.96in), 2,472 c.c. (150.5 cu in); double o.h.c.; compression ratio, 8, 8.5 or 9 to 1; 165 b.h.p. at 6,500 r.p.m.; 5 speeds, synchromesh (overall ratios, 3.78, 4.36, 5.82, 8.50 and 13.09 to 1); central control. Suspension: independent front, torsion bar; De Dion rear axle with torsion bar. Brakes, Lockheed hydraulic.

Wheelbase: 7ft 8in (234 cm); widest track, 4ft 4in (132 cm). Overall length, 13ft 6in (411 cm); width, 4ft 3in (129.54 cm); height, 5ft 3in (160 cm); ground clearance, 6¼in (16 cm); turning circle, 31ft (945 cm). Weight (approx.), 2,128 lb (967 kg).

Tank capacity, 22 Imperial gallons (100 litres). Tyre size, 5.50—16in. Battery, 12-volt.

2.8-litre: 8-cyl, 80 x 70 mm (3.14 x 2.76in), 2,816 c.c. (171.5 cu in); twin o.h.c.; compression ratio, 7.8, 8.2 or 8.8 to 1; 5 speeds, synchromesh (overall ratios, 3.78, 4.36, 5.82, 8.50 and 13.09 to 1); central control. Weight (approx.), 2,184 lb (993 kg).

Tyre size, 6.00—16in.

Other details as for **2.5-litre**.

No prices quoted.

PEUGEOT 160

Tom Kenwise, 19, Brick Street, London, W.1

ONE of France's most popular family cars, this is remarkable for its high-efficiency engine with inclined valves and hemispherical combustion chambers. The bore is larger than the stroke and the power output has recently been increased from 42 to 45 b.h.p. The four-speed gear box has direct drive on third, and fourth speed is geared up, giving effortless high-speed cruising.

Recent improvements to the Peugeot include a large rear window with curved glass, a redesigned facia panel and the use of a two-spoke steering wheel to give a clear view of the instruments. The radiator grille is quickly removable, giving access to the batteries, which are alongside the radiator. The comprehensive range of body styles includes a saloon, folding head saloon, four-seater convertible, two-seater fixed-head coupé and a station wagon. Of the fifteen cars which finished this year's Monte Carlo Rally without penalty, five were Peugeots.

Specification

Type 203: 4-cyl, 75 x 73 mm (2.86 x 2.95in), 1,290 c.c. (77.40 cu in); o.h.v.; compression ratio, 7 to 1; 42 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.38, 5.75, 8.85 and 19.78 to 1); steering column control. Suspension: independent front, coil springs front and rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 6in (259.04 cm); widest track, 4ft 4in (132.08 cm). Overall length, 14ft 3in (434.32 cm); width, 5ft 3½in (161.93 cm); height, 5ft (152.40 cm); ground clearance, 7in (18 cm); turning circle, 30½ft (926 cm). Weight (approx), 2,037 lb (923.98 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 155—400. Battery, 12-volt, 75 a/h.

No price quoted.

PLYMOUTH 162

Chrysler Motors, Ltd., Marlaska Road, Kew Gardens, Surrey

AMONG the first of the United States 1953 models to be revealed, the Plymouth is also one of the biggest sellers. The bodywork has been extensively restyled to include a single-piece curved windscreen, new front grille and wing lines and new rear window and rear end treatment.

The power unit is a six-cylinder-in-line engine and the car is fitted with a conventional transmission incorporating a three-speed synchromesh gear box and automatic overdrive. Front suspension is by coil springs and wishbones, now standard practice in the American industry.

Specification

Cambridge and Cranbrook: 6-cyl, 82.55 x 111.1 mm (3.25 x 4.375in), 3,569 c.c. (218 cu in); side valves; compression ratio, 7 to 1; 97 b.h.p. at 3,600 r.p.m.; 3 speeds, synchromesh (overall ratios, 3.9, 7.14 and 10.02 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 6in (289.54 cm); widest track, 4ft 10½in (149 cm). Overall length, 15ft 9½in (499.33 cm); width, 6ft 1½in (185.93 cm); height, 5ft 3½in (161.60 cm); ground clearance, 7in (18 cm); turning circle, 39½ft (1,209 cm). Weight (approx), 3,075 lb (1,398 kg).

Tank capacity, 14 Imperial gallons (64 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

No prices quoted.

PONTIAC 121

U.S. Concessionaires, 5, Jubilee Place, London, S.W.3

THERE are two Pontiac ranges, both on a wheelbase of 10 ft with a choice of side-valve engines, a six of 3.92 litres giving 102 b.h.p., or an eight of 4.4 litres giving 122 b.h.p. This is the lowest-priced General Motors' car offering the new Dual-Range Hydramatic transmission.

Main body lines are unchanged from

last year, but the front grille, side panel decorations and wheel discs are new. There are eleven different models, but those with the once-popular swept tail have been dropped. Pontiac is a division of General Motors, the world's largest car manufacturing group, which last year made nearly 2½ million cars.

Specification

Series 25 Chieftain: 6-cyl, 90.5 x 101.6 mm (3.558 x 4in), 3,921 c.c. (239.2 cu in); side valves; compression ratio, 6.8 to 1; 96 b.h.p. at 3,400 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.8 and 10.9 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Delco hydraulic duo-servo.

Wheelbase: 10ft (304.8 cm); widest track, 4ft 11in (149.54 cm). Overall length, 16ft 10in (513.6 cm); width, 6ft 4in (192.2 cm); height, 5ft 3½in (161 cm); ground clearance, 8¼in (20.63 cm); turning circle, 39½ft (1,200 cm). Weight (approx.), 2,563 lb (1,665 kg).

Tank capacity, 13½ Imperial gallons (60.56 litres). Tyre size, 7.10—15in. Battery, 6-volt, 100 a/h.

Series 27: 8-cyl, 85.7 x 95.2 mm (3.375 x 3.75in), 4,396 c.c. (268.4 cu in); side valves; compression ratio, 6.8 to 1; 118 b.h.p. at 3,600 r.p.m.

Weight (approx.), 3,696 lb (1,680 kg).

Other details as for **Series 25.**

No prices quoted.

RENAULT 149

Renault, Ltd., Western Avenue, London, W.3

BEST-KNOWN Renault model in Britain is the little 750 saloon assembled in London. In its home country this car is France's best seller. The 2-litre Frégate, product of the nationalised Renault factory in Paris, is a roomy six-seater with four-cylinder o.h.v. engine and, unlike the 750 Renault assembled in England, it has the engine at the front driving the rear wheels. All four wheels are independently sprung, the differential and final drive unit being flexibly mounted on the underside of the steel body-chassis structure.

Renault's big Prairie estate car is a completely different design, having half-elliptic springs at front and rear. It has recently been fitted with the Frégate o.h.v. engine in place of the previous side valve unit.

Specification

750: (rear engine) 4-cyl, 54.5 x 80 mm (2.15 x 3.15in), 748 c.c. (45.63 cu in); o.h.v.; compression ratio, 7.25 to 1; 21 b.h.p. at 5,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.05, 8.72 and 17.4 to 1); central control. Suspension: independent front and rear, coil springs. Brakes, Lockheed hydraulic.

Wheelbase: 6ft 10¼in (210.84 cm); widest track, 3ft 11¼in (120.65 cm). Overall length, 11ft 10in (360.7 cm); width, 4ft 8¼in (144.14 cm); height, 4ft 9¼in (147 cm); ground clearance, 7¼in (18.32 cm); turning circle, 27ft (823 cm). Weight (approx.), 1,232 lb (560 kg).

Tank capacity, 6 Imperial gallons (27.28 litres). Tyre size, 5.20—15in. Battery, 6-volt, 85 a/h.

List price, saloon £445; saloon de luxe £470.

2-litre: 4-cyl, 85 x 88 mm (3.35 x 3.46in), 1,996 c.c. (121.8 cu in); o.h.v.; compression ratio, 6.6 to 1; 58 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.08, 5, 8.70 and 15.45 to 1); steering column control. Suspension: independent front and rear, coil springs. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 2½in (279.63 cm); widest track, 4ft 7¼in (139.83 cm). Overall length, 15ft 5in (469.9 cm); width, 5ft 8in (172.72 cm); height, 5ft 0½in (154.31 cm); ground clearance, 8in (20.32 cm); turning circle, 33ft (1,006 cm). Weight (approx.), 2,795 lb (1,267.7 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 6.40—15in. Battery, 6-volt, 90 a/h.

No prices quoted.



America's Packard 300 has lost all traces of the traditional Packard design, but emerges a most impressive transatlantic machine. Note the large rear window.

RILEY 130

Riley Motors, Ltd., Cowley, Oxford

TRADITIONAL appearance, coupled with the low build and sleek lines, make the Riley a very handsome car. A similar body style is used on both the 1½- and the 2½-litre models that are on show, and externally these remain unchanged since last year. However, a number of detail modifications have been made to the chassis, among which are hydraulically operated brakes on all wheels, which supersede the hydraulic front and mechanically operated rear system that was used previously. Also the torque tube final drive has been replaced by a conventional arrangement whereby the torque is taken by the rear springs, and in conjunction with this a hypoid final drive unit is used.

Modifications to the 2½-litre engine have also been made to improve accessibility.

On the stand is an interesting exhibition chassis, suspended from the roof of the building by means of a cable, and this is proving of interest to the purist concerned with weight distribution!

Specification

1½-litre: 4-cyl, 69 x 100 mm (2.765 x 3.937in), 1,496 c.c. (91.28 cu in); o.h.v.; compression ratio, 6.8 to 1; 55 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 7.585, 11.735 and 20.372 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 9ft 4½in (285.8 cm); widest track, 4ft 4¼in (132.7 cm). Overall length, 14ft 11in (455 cm); width, 5ft 3½in (161.3 cm); height, 4ft 11in (150 cm); ground clearance, 7¼in (19 cm); turning circle, 30ft (914 cm). Weight (approx.), 2,912 lb (1,324 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

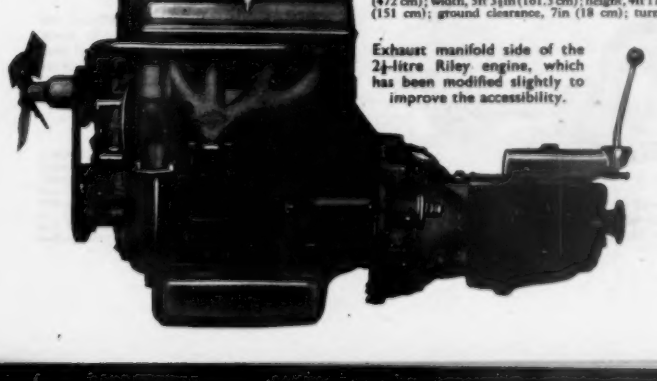
List price, saloon £960.

2½-litre: 4-cyl, 80.5 x 120 mm (3.169 x 4.724in), 2,443 c.c. (149 cu in); o.h.v.; compression ratio, 6.8 to 1; 100 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.1, 5.8, 8.84 and 14.848 to 1); central control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Girling hydraulic.

Wheelbase: 9ft 11in (302 cm); widest track, 4ft 4½in (132.7 cm). Overall length, 15ft 6in (472 cm); width, 5ft 3½in (161.3 cm); height, 4ft 11½in (151 cm); ground clearance, 7in (18 cm); turning circle, 36ft (1,100 cm). Weight (approx.), 3,248 lb (1,476 kg).

Tank capacity, 12½ Imperial gallons (56.8 litres). Tyre size, 6.00—16in. Battery, 12-volt, 63 a/h.

List price, saloon £1,055.



Exhaust manifold side of the 2½-litre Riley engine, which has been modified slightly to improve the accessibility.

ROLLS-ROYCE 171

Rolls-Royce, Ltd., 14-15, Conduit St., London, W.1

ADOPTION of Hydramatic automatic transmission as an alternative has created particularly wide interest, for extra significance is added by the reputation of the firm for being opposed to alteration of any existing arrangement for the sake of doing so. A Rolls-Royce with this transmission is on show. As always, this stand commands attention from nearly all visitors irrespective of the depth of their pockets, for there are few, if any, cars which make a more imposing display.

Two models are shown with R-R coachwork, the Silver Wraith and the Silver Dawn; it will be remembered that the Silver Dawn is an export version of the Wraith and is the shorter of the two in overall length. H. J. Mulliner is responsible for the coachwork of a seven-passenger limousine, and two other Silver Wraith chassis carry special bodies. One is a six-light saloon by Park Ward and the other a touring limousine by Hooper.

Specification

Silver Wraith: 6-cyl, 92 x 114 mm (3.622 x 4.50in), 4,566 c.c. (279 cu in); o.h.i., side exhaust valves; compression ratio, 6.6 to 1; 4 speeds, synchromesh (overall ratios, 3.8, 5, 7.5 and 11.1 to 1); steering-column control. Hydramatic transmission alternatively. Suspension, independent front, coil springs, ½-elliptic rear. Brakes, hydro-mechanical.

Wheelbase: 10ft 7in (322.58 cm); 7-seater limousine only, 11ft 1in (338 cm); widest track, 5ft (152 cm); turning circle, 43½ft (1,323 cm). Specialist coachwork only available.

Tank capacity, 18 Imperial gallons (81.83 litres). Tyre size, 6.50—17in. Battery, 12-volt, 55 a/h.

List price: Chassis short £2,345, Chassis long £2,445, Park Ward 6-light saloon £4,445, Park Ward 7-seater limousine £4,720, Mulliner 7-seater limousine £4,720, Mulliner touring limousine £4,615, Hooper touring limousine £4,490.

Silver Dawn: Wheelbase, 10ft 7in (322.5 cm); widest track, 4ft 10½in (149 cm). Overall length, 16ft 7½in (506.75 cm); width, 5ft 11in (180 cm); height, 5ft 6in (167.64 cm). Ground clearance, 7½in (18 cm); turning circle, 41½ft (1,258 cm).

Tank capacity, 18 Imperial gallons (81.82 litres). Tyre size, 6.50—16in. Battery, 12-volt, 55 a/h.

Other details as for Silver Wraith.

No price quoted.

ROVER 164

Rover Co., Ltd. Lode Lane, Solihull, Birmingham

WITH the 75 the Rover company continue to pursue a one-model policy. No major changes have been made to it since last year, but there have been a number of minor improvements. For example, the radiator grille has been re-styled and now has a more traditional appearance with a vertical rather than a horizontal emphasis in the design. The centrally mounted frontal lamp has now been removed. At the rear, modifications include a separate compartment for the spare wheel below the main luggage locker. Improvements have been made to the heating and ventilating

Cars Stand to Stand

system (standard equipment on this model), and this is now more powerful and has a cold-air intake centrally placed on the bulkhead.

A number of interesting new colour schemes are displayed, including a two-tone combination carried out in two shades of grey and two shades of green, while an export model is finished in ivory with red upholstery. As well as the five examples of this fine car in saloon form, a Rover 75 chassis is also on show.

Specification

75: 6-cyl, 65.2 x 105 mm (2.567 x 4.134in), 2,103 c.c. (128.4 cu in); o.h.i., side exhaust valves; compression ratio, 7.25 to 1; 75 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.30, 5.921, 8.772 and 14.50 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Girling hydraulic, two-leading shoe.

Wheelbase, 9ft 3in (282 cm); widest track, 4ft 4in (132 cm). Overall length, 14ft 10½in (458 cm); width, 5ft 5½in (167 cm); height, 5ft 3½in (161 cm). Ground clearance, 7½in (18 cm); turning circle, 37ft (1,125 cm). Weight (approx), 3,200 lb (1,452 kg).

Tank capacity, 11½ Imperial gallons (52 litres). Tyre size, 6.00—15 in. Battery, 12 volt, 51 a/h.

List price: Saloon £955.

SIMCA 140

Fiat (England), Ltd., Water Lane, Wembley, Middlesex

A FAST, compact and economical family car, the Simca Aronde is enjoying a great success in France. The saloon is a full four-seater of attractive style with a unit structure in which weight has been kept to a minimum. There is also a very smart station wagon. The 1,221 c.c. engine develops 45 b.h.p. and gives it an exceptional performance. Front suspension is by coil springs and there are half-elliptics at the rear. Details to note are the neatly matched facia and steering wheel, the anti-theft lock on the gear lever and the fuel filler concealed in the tail lamp.

A standard Simca saloon recently covered 31,000 miles at Montlhéry at an average speed of 72.7 m.p.h., breaking 27 international records. For sporting enthusiasts there is also the Simca Sport, based on the Aronde, but with special bodywork by Facel Metallon.

Specification

Aronde: 4-cyl, 72 x 75 mm (2.83 x 2.95in), 1,221 c.c. (74.48 cu in); o.h.v.; compression ratio, 6.7 to 1; 45 b.h.p. at 4,400 r.p.m.; 4 speeds, synchromesh



This year's improvements to the Sunbeam-Talbot 90 saloon have been designed to improve the braking. The rear wheel covers have been dispensed with as one of the measures to improve cooling. A small name-shield now decorates the hub cap centre.



Minor engine improvements to increase coolant flow and clean intake air more thoroughly have been made to the Morris Six. The dynamo now has a higher output than before.



No important changes have been made to the Rover 75, a successful design in the quality field. The engine has overhead inlet and side exhaust valves, operated from a single camshaft, by push-rods and rockers in the former case.

(overall ratios, 4.77, 7.01, 11.2 and 17.65 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 0½in (244.43 cm); widest track, 4ft 0½in (123 cm). Overall length, 13ft 4in (406.36 cm); width, 5ft 1½in (155.89 cm); height, 4ft 9½in (146 cm). Ground clearance, 6½in (16 cm); turning circle, 34½ft (1,051 cm). Weight (approx), 1,944 lb (884 kg).

Tank capacity, 8¾ Imperial gallons (39.77 litres). Tyre size, 5.50—15in. Battery, 12-volt, 45 a/h.

Sports: Compression ratio, 7.8 to 1; 50 b.h.p. at 4,400 r.p.m. Widest track, 4ft 0½in (123 cm). Overall length, 13ft 7½in (415 cm); width, 5ft 0½in (154 cm). Turning circle, 31½ft (953 cm). Weight (approx), 1,972 lb (896 kg).

Other details as for Aronde.

No prices quoted.

SINGER 142

Singer Motors, Ltd., Coventry Road Works, Birmingham 10

SINCE its introduction the S.M.1500 saloon has gained a reputation for reliability and good service, and has the ability to be driven hard for long distances with the minimum of maintenance. Both left- and right-hand drive models of the saloon are on show; there is also the S.M. Roadster, a car with traditional sporting appearance yet one that has seating for four persons, a useful feature seldom found in small open cars. It has a lively performance and is particularly useful for those who enjoy fresh-air motoring.

Also on the stand is a sectioned S.M.1500 chassis.

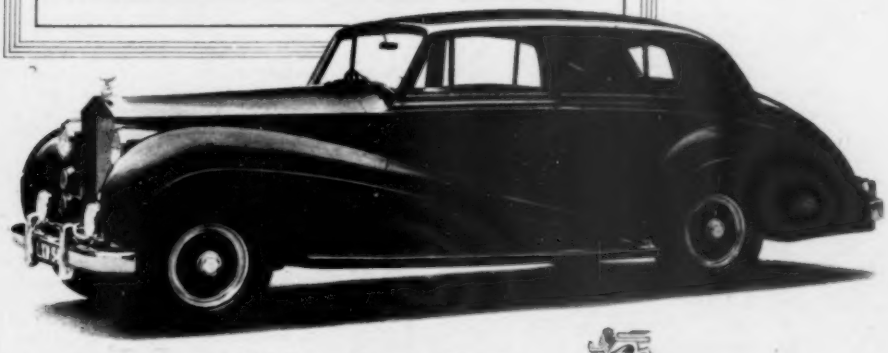
Minor improvements to both the saloon and the Roadster have been made since last year. The saloon now has a larger rear window, modified bumpers and press-button door locks, while the Roadster has an improved hood, and the position of some of the controls has been modified.

Specification

S.M. Roadster: 4-cyl, 73 x 89.4 mm (2.874 x 3.52in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 4.875, 6.12, 9.45 and 14.53 to 1); central control. Twin carburettor model, compression ratio, 7.4 to 1; 58 b.h.p. at 4,500 r.p.m. (overall ratios, 4.44, 5.47, 8.44 and 12.98 to 1); central control. Suspension, independent



This study of Sarah Siddons, most celebrated actress of her time, shows the touch of Gainsborough at its most masterly. Reproduced by permission of the Trustees of the National Gallery, London.



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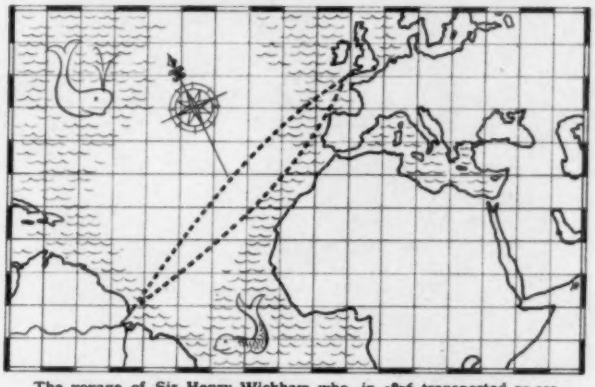
THE STORY OF THE TYRE, No. 1:

GROWING THE RUBBER

The Colourful History and Present-day Routine of Rubber Planting

This is the second of a series of articles describing the different stages in the manufacture of a high-quality tyre. The first article covered the whole story in outline; this week we go back to the very beginning of the production sequence, to the rubber plantation in S.E. Asia.

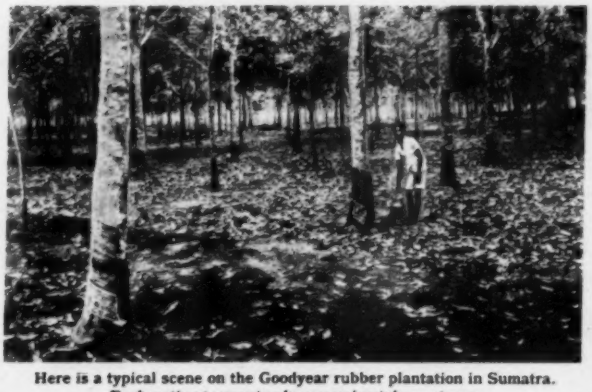
THE STORY of the tyre really begins in 1876, when the Colonial Office, anxious to share in the rubber boom started by Charles Goodyear's discovery of vulcanization, sent Sir Henry Wickham — botanist and explorer — to obtain as many rubber-tree seeds as he could lay his hands on in the Amazonian jungles. Wickham collected 70,000 seeds and commandeered a cargo ship to bring them to London. In order to clear the ship at the port of Para, he told the authorities he was carrying valuable botanical specimens that had to be got to Kew Gardens before they lost their fertility. This was precisely the truth! The port authorities cleared the ship and Brazil lost the world monopoly in rubber.



The voyage of Sir Henry Wickham who, in 1876 transported 70,000 rubber seeds from the Amazon jungle for germination at Kew Gardens.

The seeds were successfully germinated at Kew, and within a year or so young rubber trees were sent to Ceylon, Malaya, Borneo and Java. Today the East Indies are studded with rubber plantations — and every tree is descended from Sir Henry Wickham's original seeds.

A modern plantation closely resembles a vast well-kept orchard, except for the fact that a crop of low-creeping bean plant is usually grown between the trees to refertilize the soil and prevent soil erosion. To take advantage of the cooler part of the day the tappers start work at the first glimmer of daylight. To start the latex running the tapper cuts off a thin sliver of bark. A small galvanised spout is then inserted at the bottom of the cut, below which is hung a container to catch the dripping latex.



Here is a typical scene on the Goodyear rubber plantation in Sumatra. Each native tapper tends approximately 300 trees.

The latex is allowed to run for three or four hours before collection in large buckets. The daily yield of latex per man is about 50 pounds, equal to about 17 pounds of dry rubber. The buckets are first weighed and then emptied into large vats where the latex is diluted with water. Acetic or formic acid is then added to make the rubber coagulate on the surface. The rubber is skimmed off in large wet slabs and passed through rollers which remove the moisture and press the rubber into sheets.

These sheets of rubber are either dried in the sun for two or three weeks, to form light yellow crepe rubber, or they are hung in a smoke-house for 48 hours, to form a brown rubber of tougher consistency. Finally, selected dried rubber is packed into bales approximately 2 cwts. in weight, and shipped to the factory near Wolverhampton, where Britain's highest-quality car tyres are produced — the Eagle and De Luxe by Goodyear.

The complete 'Story of the Tyre' is now available in booklet form.

Write for your free copy to the Goodyear Tyre and Rubber Company (Great Britain) Ltd., Wolverhampton.

front, coil springs, ½-elliptic rear. Brakes, Girling hydro-mechanical.

Wheelbase, 7ft 7in (231 cm); widest track, 3ft 10½in (119 cm). Overall length, 12ft 7½in (384.85 cm); width, 5ft 10in (147 cm); height, 4ft 10½in (148 cm). Ground clearance, 6in (15.24 cm); turning circle, 33ft (1,005 cm). Weight (approx), 1,848 lb (840 kg).

Tank capacity, 7 Imperial gallons (32 litres). Tyre size, 5.00—16in. Battery, 12-volt, 38 a/h.

No price quoted.

S.M.1500: 4-cyl, 73 x 89.4 mm (2.874 x 3.52in), 1,497 c.c. (91.36 cu in); o.h.c.; compression ratio, 7 to 1; 48 b.h.p. at 4,200 r.p.m.; 4 speeds, synchromesh (overall ratios, 5.125, 6.94, 10.75 and 17.02 to 1); steering column control. Suspension, independent front coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 8ft 11in (273 cm); widest track, 4ft 3in (129.54 cm). Overall length, 14ft 8½in (448.29 cm); width, 5ft 3in (160 cm); height, 5ft 4in (162 cm). Ground clearance, 7in (18 cm); turning circle, 33ft (1,005 cm). Weight (approx), 2,604 lb (1,184 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

List price: Saloon £725.



"THE AUTOCAR" Stand is **No. 72** on the Ground Floor.

No changes have been made in the Vanguard, Standard's successful post-war product. Since its inception it has been subject to minor improvements, and the frontal appearance is now more straightforward in concept.

STANDARD 144

Standard Motor Co., Ltd., Fletchampstead Works, Coventry

THE Standard Vanguard, one of the first really new designs to be produced after the war, continues almost unchanged. Yet this versatile 2-litre, six-seater saloon is still very popular. Last year a modified radiator grille and bumper treatment were introduced, together with an enlarged rear window.

Three examples are on show, of which one is fitted with a number of items of extra equipment, such as the Layeock-de Normanville overdrive unit, leather upholstery, radio and heater.

Also on the stand is the Vanguard estate car. Built on the Vanguard chassis, this model is well finished and trimmed and does, in fact, provide saloon car comfort as well as extremely good carrying capacity when desired. An interesting feature of this model is the provision of four-door coachwork as well as large double doors at the rear. A beautifully sectioned Vanguard engine and gear box is also on show.

Specification

Vanguard: 4-cyl, 85 x 92 mm (3.34 x 3.622in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); overdrive optional; steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 7ft 10in (238 cm); widest track, 4ft 6in (137 cm). Overall length, 13ft 10in (432 cm); width, 5ft 9in (175 cm); height, 5ft 4in (163 cm). Ground clearance, 8in (20.32 cm); turning circle, 35ft (1,067 cm). Weight (approx), 2,625 lb (1,193 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

List price: Saloon £590, Estate car £655.

Specification

Champion: 6 cyl, 70.2 x 101.6 mm (3 x 4 in), 2,786 c.c. (169.6 cu in); side valves; compression ratio, 7 to 1; optional, 7.5 to 1; 85 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.68 to 1); overdrive and free wheel, or automatic transmission, optional; steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase, 9ft 7in (292 cm); widest track, 4ft 8½in (143.5 cm). Overall length, 16ft 5½in (502 cm); width, 5ft 10⅝in (179 cm); height, 5ft 1½in (155.58 cm). Ground clearance, 8in (20cm); turning circle, 39ft (1,189 cm). Weight (approx) 2,720 lb (1,236 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 6.40—15in. Battery, 6-volt, 100 a/h.

Commander: 8-cyl, 85.73 x 82.55 mm (3.375 x 3.25in), 3,812 c.c. (232.6 cu in); o.h.v.; compression ratio, 7 to 1, optional 7.5 to 1; 120 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.09, 6.34 and 10.51 to 1). Weight (approx.), 3,070 lb (1,395 kg). Tyre size, 7.10—15in.

Other details as for Champion.

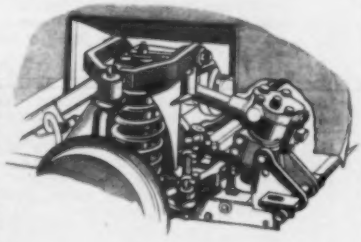
No prices quoted.

SUNBEAM-TALBOT 147

Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, Coventry

A CAR that has actually "done something" always creates interest, and on the Sunbeam-Talbot stand one of the cars that actually competed in the Alpine Trial will be on show. As a result of development work brought about to render the cars even more suitable for competition work, minor modifications have been made to the Mark IIA, as the current model of the Sunbeam-Talbot 90 is called. These comprise improvements to the brakes and the adoption of ventilated road wheels. On the





Right: The steering box of the Triumph sports model is attached to a bracket on the frame cross member and operates through a three-piece track rod.

Left: The fuel filler pipe protrudes through the hub of the spare wheel of the new Triumph.

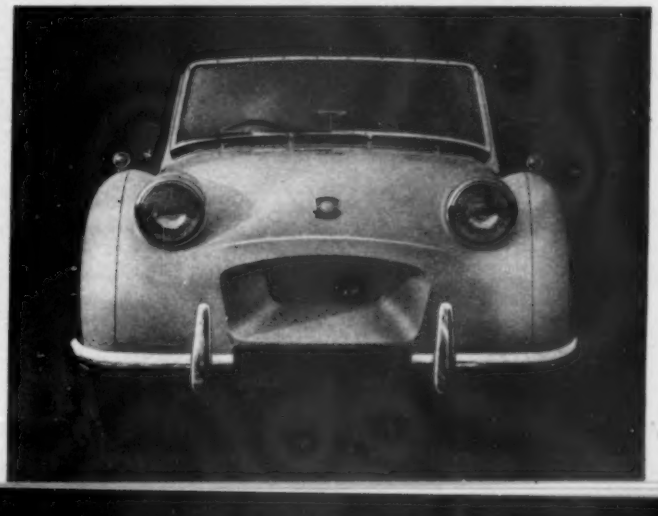
A first-class conception of an air intake—the simple, neat, functional orifice of the Triumph sports model.

STUDEBAKER 151

Studebaker Distributors, Ltd., 385, Euston Rd., London, N.W.1

THE Studebaker Champion is a popular-price United States car from a factory which recently celebrated its centenary. The business originally began making covered wagons for the pioneer settlers. The Champion has a six-cylinder side-valve engine which develops 85 b.h.p. at 4,000 r.p.m. A full range of saloon, coupé and convertible bodywork is offered in a wide choice of colours and with various attractive upholstery materials.

The Commander is powered by a V-eight overhead-valve engine giving 120 b.h.p. at 4,000 r.p.m. In these latest models the distinctive Studebaker appearance has been modified, the aircraft-style nose used for the past two years giving place to a more conventional horizontal air intake above the bumper.





coupé there is a large plastic rear window which is detachable. Apart from the Alpine car, one saloon and two convertible coupés are on show. These cars are available in a very wide range of seven colours with attractive names such as satin bronze, Alpine mist, gun, and beech green.

Specification

90: 4-cyl, 81 x 110 mm (3.1875 x 4.33in), 2,267 c.c. (138.2 cu in); o.h.v.; compression ratio, 6.45 to 1; 70 b.h.p. at 4,000 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.9, 5.811, 9.633 and 12.43 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic, two-leading shoe.

Wheelbase, 9ft 1½in (247.6 cm); widest track, 4ft 2½in (128.3 cm). Overall length, 13ft 11½in (425.4 cm); width, 5ft 2½in (158.7 cm); height, saloon, 5ft 0½in (154.3 cm); coupé, 4ft 11in (150 cm). Ground clearance, 6.63in (16.8 cm); turning circle, 36½ft (1,113 cm). Weight (approx), 2,856 lb (1,298 kg).

Tank capacity, 10 Imperial gallons (45 litres). Tyre size, 5.50—16in. Battery, 12-volt, 51 a/h.

List price, sports saloon £865, convertible coupé £895.

Wheelbase, 7ft (213 cm); widest track, 4ft 1in (125 cm). Overall length, 12ft 10in (391 cm); width, 5ft 2in (157 cm); height, 5ft 2in (157 cm). Ground clearance, 8in (20.32 cm); turning circle, 34ft (1,036 cm). Weight (approx.), 2,051 lb (932 kg).

Tank capacity, 10 Imperial gallons (45.46 litres). Tyre size, 5.50—15in. Battery, 12-volt, 38 a/h.

List price, saloon £450.

Renown: 4-cyl, 85 x 92 mm (3.34 x 3.62in), 2,088 c.c. (127.6 cu in); o.h.v.; compression ratio, 7 to 1; 68 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.71 and 16.35 to 1); optional, overdrive; steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 3in (282 cm); widest track, 4ft 6in (137 cm). Overall length, 15ft 1in (459.74 cm); width, 5ft 4in (162 cm); height, 5ft 5in (165 cm); ground clearance, 8in (20.32 cm); turning circle, 40ft (1,219 cm). Weight (approx), 2,835 lb (1,279 kg).

Tank capacity, 14 Imperial gallons (63.64 litres). Tyre size, 5.75—16in. Battery, 12-volt, 51 a/h.

List price, saloon £925.

Sports: 4-cyl, 83 x 92 mm (3.27 x 3.62in), 1,991 c.c. (122 cu in); o.h.v.; compression ratio, 7 to 1; 75 b.h.p. at 4,500 r.p.m.; 4 speeds, synchromesh (overall ratios, 3.89, 5.15, 7.81 and 13.15 to 1); central control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 7ft 4in (223.56 cm); widest track, 3ft 9½in (115.57 cm). Overall length, 11ft 9in (358 cm); width, 4ft 7½in (140 cm); height, 4ft 3½in (130 cm); ground clearance, 6in (15 cm); turning circle, 32ft (975 cm). Weight (approx), 1,640 lb (700 kg).

Tank capacity, 12 Imperial gallons (54.55 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

List price, two-seater £555.

TRIUMPH 125

Triumph Motor Co. (1945), Ltd., Fleicham pstead Works, Coventry

CENTRE of attraction on the Triumph stand is the new sports model. This is a completely new model designed to provide a medium-performance sports car at a competitive price, and its businesslike appearance will no doubt have a considerable appeal to the sporting enthusiast. It is powered by an engine similar to that used in the Triumph Renown, but has a smaller cylinder bore to bring it within two litres' capacity.

Also on the stand are the Triumph Renown and the Mayflower. Both these models retain the familiar Triumph razor-edge style of coachwork which gives a distinctive and pleasing appearance. The Renown is powered by the 2,088 c.c. engine that develops 68 b.h.p. at 4,200 r.p.m., while the Mayflower has an engine of just under 1½-litre capacity which produces 38 b.h.p. at the same speed.

Specification

Mayflower: 4-cyl, 63 x 100 mm (2.48 x 3.94in), 1,247 c.c. (76 cu in); side valves; compression ratio, 6.8 to 1; 38 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 5.125, 8.56 and 18.14 to 1); steering column control. Suspension, independent front, coil springs; ½-elliptic rear. Brakes, Lockhead hydraulic.



Instruments on the S.M.1500 saloon have been re-positioned and the rear window has been enlarged. Otherwise this product of the Singer company has revealed no reasons for revision.

VAUXHALL 163

Vauxhall Motors, Ltd., Luton, Bedfordshire

ALTHOUGH only minor changes have been made in the appearance of the Vauxhall Velox and Wyvern models for 1953, the introduction of the new "over-square" engines has added interest at this year's Show. Recently the economy of the cars was impressively demonstrated on test runs which were officially observed by the R.A.C. The 1½-litre Wyvern recorded over 33 m.p.g. at an average speed of just over 30 m.p.h., and the 2½-litre Velox achieved over 31 m.p.g. At average speeds of over 40 m.p.h. (on normal roads and without special driving techniques) the cars managed over 29 and 28 m.p.g. respectively. Attractive in appearance and price, these Vauxhall models are highly desirable to the family motorist, and the handling characteristics provided by the latest chassis are enviable for any type of car.

Specification

Wyvern: 4-cyl, 79.37 x 76.20 mm (3.125 x 3in), 1,507 c.c. (92 cu in); o.h.v.; compression ratio, 6.4 to 1; 40 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.625, 7.576 and 15.882 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Vauxhall-Lockheed hydraulic.

Wheelbase: 8ft 7in (261.6in); widest track, 4ft 6½in (148.4 cm). Overall length, 14ft 4½in (438.2 cm); width, 5ft 7½in (170.52 cm); height, 5ft 3½in (161 cm); ground clearance, 7in (18 cm); turning circle, 35ft (1,067 cm). Weight (approx), 2,205 lb (1,002 kg).

Tank capacity, 11 Imperial gallons (50 litres). Tyre size, 5.60—15in. Battery, 12-volt, 43 a/h.

List price, saloon £495.

Velox: 6-cyl, 79.37 x 76.20 mm (3.125 x 3in), 2,262 c.c. (138 cu in); o.h.v.; compression ratio, 6.4 to 1; 64 b.h.p. at 4,000 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.125, 6.725 and 12.798 to 1). Weight (approx), 2,315 lb (1,052.5 kg). Tyre size, 5.90—15in. Battery, 12-volt, 53 a/h.

Other details as for Wyvern.

List price, saloon £535.

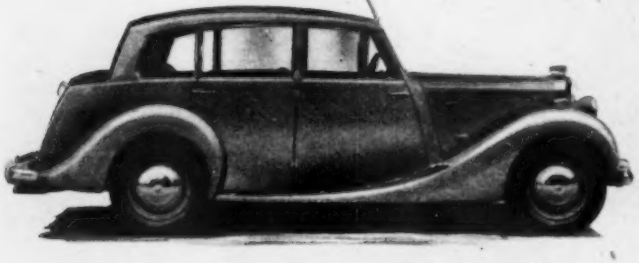
WILLYS-OVERLAND 119

Jack Olding and Co., Ltd., 8, North Audley St., London, W.1

AFTER concentrating since the war on the Jeep, the Jeepster sports model and on station wagons derived from Jeep components, Willys have this year produced an entirely new car, the Aero Willys, which is available with saloon and coupé coachwork offering exceptional all-round visibility. The rear wings are formed into tail fins in the modern Italian and American manner, and it is claimed that the driver can see not only both front wings but also both rear wings.

The engine is a six-cylinder unit, which is unusual in having overhead inlet valves and side exhaust valves. The front suspension also departs from conventional practice, the coil springs being compressed between the upper wishbone and an abutment inside the front wing.

The Triumph Renown saloon has needed no modifications; an additional limousine model has been introduced since its inception. This car is available with the Laycock-de Normanville overdrive.



Also on view is the Jeep station wagon with six-cylinder engine. It has space for six people and a great deal of luggage.

Specification

Model 685 Aero Ace: 6-cyl, 79.4 x 83.9 mm (3.125 x 3.50in), 2,638 c.c. (162.64 cu in); o.h.i., side exhaust valves; compression ratio, 7.6 to 1; 90 b.h.p. at 4,200 r.p.m.; 3 speeds, synchromesh (overall ratios, 4.1, 6.68 and 10.68 to 1); overdrive optional; steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, hydraulic.

Wheelbase: 9ft (274.30 cm); widest track, 4ft 10in (147.32 cm). Overall length, 15ft 0½in (459.42 cm); width, 6ft (182.90 cm); height, 5ft (152.40 cm); ground clearance, 7½in (19.68 cm); turning circle, 38ft (1,158 cm). Weight (approx), 2,584 lb (1,174 kg).

Tank capacity, 15 Imperial gallons (68 litres). Tyre size, 5.90—15in. Battery, 6-volt, 90 a/h.

Model 685 Station Wagon: Compression ratio, 6.9 to 1; 75 b.h.p. at 4,000 r.p.m. Suspension: transverse ½-elliptic springs front; ½-elliptic rear.

Wheelbase: 8ft 8in (264.12 cm); widest track, 4ft 9in (144.78 cm). Overall length, 14ft 9½in (450.49 cm); width, 5ft 11½in (182.25 cm); height, 6ft 0½ in (184.49 cm); ground clearance, 8½in (22.23 cm); turning circle, 35ft (1,067 cm). Weight (approx), 2,831 lb (1,279 kg).

Tank capacity, 13 Imperial gallons (59 litres). Tyre size, 6.70—15in. Battery, 6-volt, 100 a/h.

Other details as for **Model 685 Aero Ace.**

No prices quoted.



The four-cylinder Vauxhall model, one of the two available from the Luton manufacturer. It is called the Wyvern and has recently completed a petrol consumption observed test resulting in a figure of 33 m.p.g. at an average speed of 30 m.p.h., and 29 m.p.g. at an average of 40 m.p.h.

WOLSELEY 143

Wolseley Motors, Ltd., Cowley, Oxford

A NEW model has been added to the Wolseley range, the Four-Forty-Four. It is a medium-sized quality car powered by a 1¼-litre overhead valve engine similar to that employed in other Nuffield products. The car has a rigid *monocoque* construction and is fitted with independent front suspension by coil springs and wishbones. As with all Wolseley models particular attention is paid to interior finish: for example, the trim is leather over Dunlopillo-filled cushions.

Also on show are examples of the Four-Fifty and Six-Eighty models. These remain virtually unchanged since last year although a number of small modifications have been made. Among these are an alteration to the cylinder head to improve the cooling, while a more powerful dynamo has been fitted on the Six-Eighty. On both these models a divided bench front seat has replaced the individual seats previously fitted in home market cars, and the single bench seat formerly used in the export models.

Wolseleys are well equipped and items such as a fog lamp and heating and ventilating unit are fitted as standard.

Specification

Four-Forty-Four: 4-cyl, 66.5 x 90 mm (2.62 x 3.543in), 1,250 c.c. (76.6 cu in); o.h.v.; compression ratio, 7.3 to 1; 4 speeds, synchromesh (overall ratios, 4.875, 7.342, 10.983 and 18.559 to 1); steering column control. Suspension: independent front, coil springs; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 3in (130 cm). Overall length, 14ft 5in (439.4 cm); width, 5ft 1in (154.94 cm); height, 5ft (152.4 cm); ground clearance, 7½in (19 cm); turning circle, 32ft (975 cm). Weight (approx.), 2,520 lb (1,145 kg).

Tank capacity, 9½ Imperial gallons (43.18 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

List price, saloon £640.

Four-Fifty: 4-cyl, 73.5 x 87 mm (2.894 x 3.425in), 1,476 c.c. (90 cu in); o.h.c.; compression ratio, 6.5 to 1; 4 speeds, synchromesh (overall ratios, 4.875, 7.342, 10.983 and 18.559 to 1); steering column change. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 8ft 6in (259 cm); widest track, 4ft 6in (137.2 cm). Overall length, 14ft 2in (432 cm); width, 5ft 6in (168 cm); height, 5ft 3in (160 cm); ground clearance, 7in (18 cm); turning circle, 42½ft (1,295 cm). Weight (approx), 2,660 lb (1,206 kg).

Tank capacity, 9 Imperial gallons (41 litres). Tyre size, 5.50—15in. Battery, 12-volt, 51 a/h.

List price, saloon £660.

Six-Eighty: 6-cyl, 73.5 x 87 mm (2.894 x 3.425in), 2,215 c.c. (135 cu in); o.h.c.; compression ratio, 6.5 to 1; 4 speeds, synchromesh (overall ratios, 4.555, 6.586, 10.248 and 14.642 to 1); steering column control. Suspension: independent front, torsion bar; ½-elliptic rear. Brakes, Lockheed hydraulic.

Wheelbase: 9ft 2in (279 cm); widest track, 4ft 6in (137.2 cm). Overall length, 14ft 9in (450 cm); width, 5ft 6in (168 cm); height, 5ft 3½in (161 cm); ground clearance, 7in (18 cm); turning circle, 41½ft (1,257 cm). Weight (approx), 2,884 lb (1,308 kg).

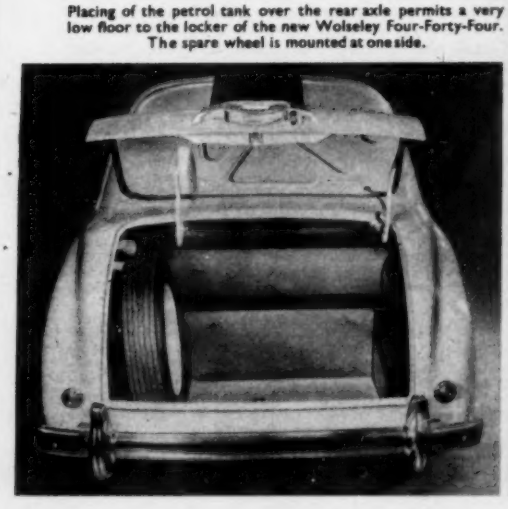
Tank capacity, 12 Imperial gallons (54 litres). Tyre size, 6.00—15in. Battery, 12-volt, 51 a/h.

List price, saloon £720.

Instruments on the Wolseley Four-Forty-Four are centrally grouped and symmetrically arranged on the panel. Below it are the heater controls. The pedals are pendant.



Placing of the petrol tank over the rear axle permits a very low floor to the locker of the new Wolseley Four-Forty-Four. The spare wheel is mounted at one side.





E. D. Abbott show a Bentley sports saloon in which the rear compartment, for long-range touring, has folding seating which enables it to become a large luggage compartment. There is also a normal luggage locker in the tail.

ON the eighteen stands in the coachwork section at Earls Court this year there is a display of vehicles covering a wide range of types and prices, from the small saloons and convertibles, produced in vast numbers in the big press shops of the great quantity production body builders, to the exclusive limousines costing six or seven thousand pounds, which are produced to individual order and are sought after by wealthy buyers from all parts of the free world, who rightly regard them as the highest expression of luxurious road travel.

Although styles are fairly stabilized, there is a great deal of development in detail, particularly in the application of hydraulic power to such items as the raising and lowering of windows and glass divisions, the raising and lowering of convertible tops and even the raising of the luggage locker lid. There is also a steady advance in the provision of greater unobstructed luggage accommodation by rearrangement of the fuel tanks and by finding alternative mountings for the spare wheel, which is now often placed in a separate cradle below the luggage locker. Radio and heater installations are steadily becoming more elaborate, and interior equipment includes some of the most lavish and beautifully executed examples of modern craftsmanship ever to be seen at the London Show.

Forward vision has always been a good point on British quality coachwork, and rearward vision is now increased by much larger rear windows. Transparent roof panels are also becoming popular.

E. D. Abbott, Ltd., Farnham, Surrey. 95

OF the two cars on this stand, probably the one attracting greater interest will be the new Bentley two-door sports saloon. This low-drag model is designed for high-speed touring, special attention having been afforded to smooth exterior form, good driving vision, comfort and luggage accommodation. The body has a light ash frame mounted on a steel subframe to give great rigidity, with all panels and wings of hand-beaten aluminium.

The V-type windscreen is fitted with a two-speed wiper and hot or cold air demisting, and fresh air from the front of the car is ducted to the front compartment and supplements the standard Bentley ventilation system. The interior woodwork is in veneered and polished sycamore with walnut cross-banding. Two bucket seats are fitted at the front, whilst the full-width rear seat is constructed to fold forward and down to provide luggage accommodation inside the car. This can be connected to the luggage locker by lowering a dividing flap. The exterior is finished in two tones of blue.

The Abbott Bentley drop-head coupé is a four-five-seater which also has an ash frame with hand-beaten aluminium panels and wings. It has a hydraulically-operated folding head. All interior woodwork is of veneered and polished walnut, exterior finish being in shell-grey cellulose; the head covering is grey, and seats are trimmed in beige Vaumol hide.

Barker and Co. (Coachbuilders), Ltd., Radford Works, Coventry. 98

THE cars on this stand are examples of the series coachwork which Barker's make for their associate companies in the Daimler-Lanchester-B.S.A. group. Probably the most interesting is the new Daimler 3-litre Convertible Coupé, features of which include power operation of the hood, windows and the lid of the luggage locker. Extra luggage space is obtained by putting the fuel tanks in the rear wings and there is a retractable spare wheel carrier below the floor. The front seat is of the split-bench type and the seats can be tipped up to allow easier access to the rear of the car.

Another model on view is the latest 3-litre Regency Saloon, a six-seater with sweeping lines which was first seen last year and is continued unchanged for 1953.

Briggs Motor Bodies, Ltd., Chequers Lane, Dagenham, Essex. 105

THE products of the great Dagenham factory shown on this stand include examples of the Ford Consul and Ford Zephyr, and Jowett Javelin. They are all four-door saloons and in each case Briggs makes the complete unit body-chassis structure, paints it, and adds the interior trim. The body unit is then delivered to the car manufacturer's plant where the mechanical elements are added.



The Austin Somerset appears in the coachwork section with a convertible body by Carbodies. The head can be partly opened to the de ville position.

These cars are good examples of the modern trend in design for large production where the car is made as a single unit from steel pressings, which simplifies the manufacturing process and ensures the maximum rigidity for a given weight. On the Consul and Zephyr, the same panels are used throughout with the exception of the front ends, where different front wings, bonnet and valances are required to make up for the differences in length between the four- and six-cylinder engines.

Carbodies, Ltd., Holyhead Road, Coventry. 109

THIS company specializes in making convertible coachwork to be included in the standard ranges of the car manufacturers. As far as possible, the structures and external panels of the standard saloon cars are utilized and most models are fitted with Carbodies' special three-position folding head, which can be locked in the de ville position.

A new model on view for the first time is the Ford Consul convertible, which is a four-seater, two-door car with fixed anti-draught panels and wind-down windows in the doors and drop quarter-lights. Another car, similar in general outline, is the Ford Zephyr convertible, which has a power-operated head. This also is a roomy four-seater.

There are, in addition, two examples of the Austin Somerset convertible which is being shown to the British public for the first time. It has separate front seats on adjustable runners and a single rear seat giving space for two further adults. Similar in general dimensions is the Hillman Minx convertible, already a very popular model overseas, and the display is completed by the Lanchester Fourteen, a four-five-seater which has power operation not only for the hood, but also for the windows in the doors and the quarter-lights.

Fisher and Ludlow, Ltd., Albion Works, Kingsbury Road, Birmingham, 24 99

THIS company, whose great press shops turn sheet steel into panels for the bodies of some of Britain's most popular cars, has recently been in the news, as it has been appointed to make the bodies for the new American Nash small car, mechanical components of which will be contributed by the Austin Motor Company. On the stand at Earls Court, however, the three cars shown are examples of current production, including two Standard Vanguard saloons and one Triumph Mayflower. These are both of all-steel construction, but afford a sharp contrast in style, the Standard having curved and radiused panels throughout, whereas the Triumph has relatively flat panels with sharp corners, a style which is usually associated with hand-produced coachbuilt bodies rather than with quantity production.

Freestone and Webb, Ltd., 101-103 Brentfield Road, London N.W.10 104

TWO Bentleys and two Rolls-Royces are shown by Freestone and Webb, Ltd. One Bentley is a sports saloon with four-door six-light coachwork. Folding picnic tables are built into the rear of the front seat back-rests, and there are mirrors. An adjustable mirror is also provided in the glove box. Interior woodwork is in olive ash burr butt veneers.

A press-button radio set is accommodated immediately below the centre of the facia with a second speaker fitted under the rear parcel board and supplied with volume control. There is a sliding roof over the front compartment. Excellent vision has been attained by using pillars which have a thickness less than the distance between the pupils of the eyes, so that the driver can "see round" them. The top of the car,



Freestone and Webb use a two-colour scheme to emphasize the lines of a Bentley sports saloon. Fixed door handles with press buttons are incorporated in the waist moulding, and the doors are forward hinged.



On the Ford Zephyr convertible, which was exhibited for the first time last year, the front part of the hood is furled manually. From this position the whole hood is stowed behind the rear seat by an electric motor.

COACHWORK . . . . . Stand to Stand

the tail and the front wings sweeping back through the body are in black cellulose, while the top and sides of bonnet, together with lower body panels, are finished in green metallic paints. The interior is upholstered in pastel green hide with contrasting pipings. Recesses in both front doors house picnic requisites, while illuminated smokers' companions are built into both rear quarters. A sliding picnic table is provided under the left side of the instrument board and is fitted with a Perspex top incorporating fitted rings to hold drinking vessels.

The second Bentley also has four-door six-light coachwork to accommodate five persons. In front are two adjustable bucket seats, which also have winder adjustment for rake of back-rest. Upholstery is in pastel green hide, piped in dark green. All interior woodwork is in burr butt veneers. The rear quarter-lights are fitted with inner sliding *purdah* glasses and a sliding roof is fitted over the front compartment.

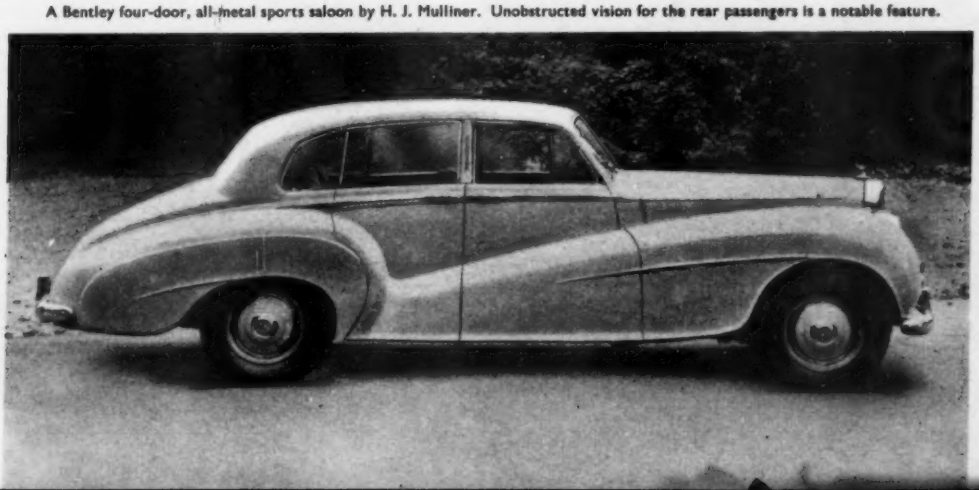
The exterior finish of the car is contrasted, the top bonnet and all four wings in *vert golconde* (a dark green), lower body and bonnet panels in *jaune pollen irise* (a silver green). A new design of sliding lid has been evolved for the luggage locker and the bumpers are hand made.

One Rolls-Royce Silver Wraith is a two-door four-light coupé, the front seats being of the split-bench type with centre folding arm rest and adjustable side arm rests on the doors. The interior trim is in light chocolate brown hide, and a detachable head rest is provided for the left-side rear seat passenger. Two paper racks are built into the rear of the front seats and there are illuminated smokers' companions in the rear quarters. Another feature is a heated rear window Below the left-side rear seat cushion is a sliding receptacle in which is accommodated a dictaphone unit.

The top of the car, bonnet and wings are painted in *beryl brun* whilst the lower bonnet and body panels are in Imperial beige.

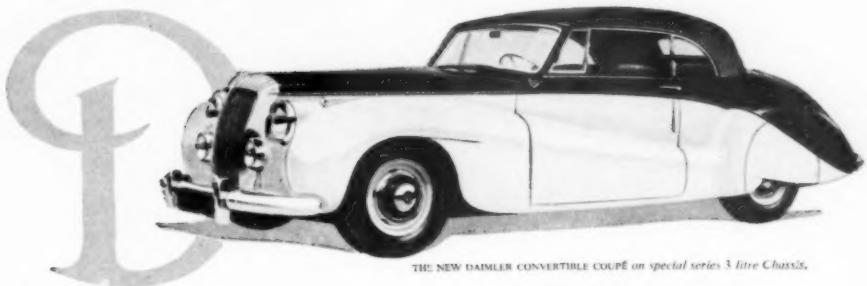
The other Rolls-Royce Silver Wraith is a four-door, six-light saloon with division. The rear seat centre arm rest houses a cigarette lighter, and a cigarette box. The rear compartment is trimmed in maroon cloth and the front in maroon hide, both piped in grey-green hide. A sun roof over the rear compartment is fitted with a Perspex panel and an inner sliding shutter. The rear quarter-lights have sliding inner opaque *purdah* glasses. Two folding tables are built into the rear of the division with self-positioning mirrors to the backs, together with a centre mirrored cabinet, housing cocktail requisites and ladies' compact travelling set, above which is an electric clock. Exterior finish is in a dual colour scheme of light grey and deep maroon.

A Bentley four-door, all-metal sports saloon by H. J. Mulliner. Unobstructed vision for the rear passengers is a notable feature.





THE DAIMLER 3-LITRE 'REGENCY' SALOON



THE NEW DAIMLER CONVERTIBLE COUPÉ *on special series 3 litre Chassis.*



THE NEW HOOPER 'EMPRESS MARK II' SALOON *on special series 3-litre Daimler Chassis.*



THE DAIMLER 'STRAIGHT-EIGHT' HOOPER LIMOUSINE

BY APPOINTMENT
Motor Car Manufacturers
To His late Majesty King George VI

see Daimler at the Motor Show

Don't miss the Daimler or Hooper stands, whatever you do! On them you will find the complete range of magnificent cars built to a tradition that makes a Daimler one of the most envied possessions in the world.

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Grace, Space



Visit the JAGUAR STAND 168 *and see the actual record-breaking Jaguar which exceeded 100 m.p.h. for 7 days and nights at Montlhery.*

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while together, all Jaguar models have, during 1952, brought to Britain no less than ten million dollars as part of their great export earnings. A measure of Jaguar's universal appeal is the fact that over 83% of total production is sold overseas and the demand far exceeds supply. With the advent of another Motor Show—marking yet another year of Jaguar achievement—the Jaguar range is once again proudly presented from Earls Court to the World.

Much more than meets the eye!

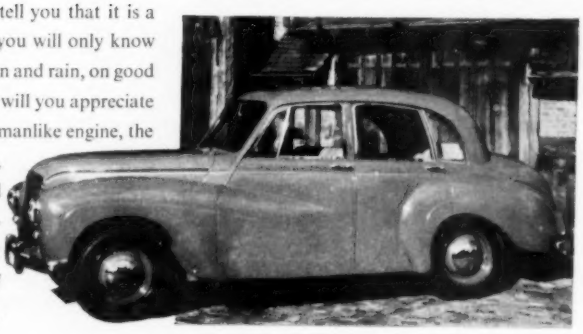


L40

The Lanchester Fourteen is available as a coupé with power-operated hood which has a smart intermediate de ville position and folds neatly away at the touch of a button, or as a luxurious saloon, upholstered in real leather and air-conditioned.

EVEN a glance at the Lanchester Fourteen will tell you that it is a better car than most. But just *how* much better you will only know after you have driven it for many happy miles in sun and rain, on good roads and over stony tracks. Then, and only then, will you appreciate fully the skill that has gone into that grand workmanlike engine, the beautifully designed body, the superb springing. And more every day will you bless the famous fluid drive*—the smoothest transmission in any car today—and the dozens of other refinements that make the Lanchester, as the years go by, a *friend* as well as a car!

*Licensed under Vulcan-Sinclair and Daimler patents



BY APPOINTMENT
Motor Car Manufacturers
To the late King George VI

the lively, likeable Lanchester *on Stand 166*

If you can't get to the Earls Court Show, but would like to know about the Lanchester Fourteen, send us a card. We will be pleased to send full technical information for your appraisal

THE LANCHESTER MOTOR COMPANY LIMITED • COVENTRY



Simplicity of line in the British hard-edged style characterizes the four-door, four-light sports saloon built by James Young, Ltd., on the Rolls-Royce Silver Wraith chassis.

COACHWORK . . . . Stand to Stand

Hooper and Co. (Coachbuilders), Ltd., 54, St. James's Street, London, S.W.1. 106

ONE of the Show's talking points is the Hooper fixed-head coupé on the Daimler Straight Eight chassis. It is a two-door model painted in two-tone metallic blue with "quatrefoil" motifs on the panels. It is trimmed in lavender blue leather with fine piping of darker blue. Seating is provided for five persons, three in the front seat, including the driver, and two on separate armchair seats at the rear.

Special features include a fixed roof with glass panel covered at will by a sliding shutter, double glazing of door windows, door windows electrically operated and curved windscreen glazed with laminated heat-reflecting Triplex glass.

Head and pass lamps are built into the front wings and protected by Perspex covers. The heating and ventilating unit is supplied with fresh air from an inlet in the scuttle and the roof is specially insulated against heat.

All interior trim borders and cabinets are covered with lizard skin; cocktail and picnic equipment is enclosed in two cabinets, one in each rear quarter, containing cut glass flasks and glasses, silver Thermos jugs, sandwich boxes, cups and saucers and linen. A shallow sliding tray below the instrument board, with a hinge-over mirror, contains clothes brush, comb, two silver top jars and silver powder compact. An 8mm ciné-camera and race glasses are fitted in recesses above the rear seats. There is a manicure set, covered with lizard skin, fitted in the left-side door.

Another Daimler is the new Special Series 3-litre Empress II saloon, a four-door, six-light version. It is painted two tones of green, and trimmed in grey-green leather. The spare wheel is carried in a screw-down cradle below the luggage locker floor, and twin petrol tanks are built into the sides of the locker.

On the Rolls-Royce long-wheelbase Silver Wraith chassis there is a seven-seater limousine, painted black, trimmed in light grey leather for the front compartment and light grey West of England cloth at the rear. There is also a four-door Bentley saloon of razor-edge design, painted in black metallic silver and trimmed in light grey leather piped with black.

H. J. Mulliner and Co., Ltd., Bedford Park Works, Bath Road, London, W.4. 108

EXHIBITS here comprise one Rolls-Royce and three Bentleys. The Rolls-Royce is a Silver Wraith touring limousine with four doors. The door locks are a special push button type. The division glass is electrically operated and there are polished wood folding tables at the back of the division. The car is painted black with gold and carminette fine lines and upholstered in beige leather throughout.

The Bentley four-door six-light all-metal saloon with left-hand drive is of special lightweight, all light alloy construction, panelled in aluminium. There are four doors all hung on concealed hinges. Equipment includes "winker" direction indicators in front and rear wings, radio, and heating and demisting systems. There are polished wood folding tables in the backs of the front seats, special bumpers and special concealed bonnet locks. The car is painted broken white and royal blue and upholstered in maroon leather with fawn cloth head lining and maroon carpets.

Another all-metal light alloy body is the standard production version of the Bentley two-door, four-light Continental sports saloon. This is an exceptionally fast car, the shape of which was developed from wind tunnel experiments. It is painted Circassian blue and upholstered in red leather with blue-grey cloth head lining and red carpets.

The third Bentley four-door six-light saloon has a body of light composite construction, panelled in aluminium. It is finished in light oyster and royal blue with upholstery in tan leather.

Mulliners, Ltd., Bordesley Green Road, Birmingham, 8. 111

THESE are all bodies which Mulliners contribute to the standard ranges of well-known manufacturers.

The Alvis 3-litre saloon has a four-door four-light coachbuilt body with sliding roof. All body pillars, door pillars and wheel arches are made from aluminium alloy castings joined by corner sections of laminated timber.

The Lanchester Fourteen saloon has an unusual feature in the use of curved safety glass for all windows in the doors, quarter lights, rear window and windscreen. One of the two facia cubby holes is fitted with a lockable lid. All body constructional members are aluminium alloy castings. The luggage locker lid is also interesting,

Park Ward are showing this two-light drop-head coupé on the Rolls-Royce Silver Dawn chassis which is reserved for export only.





A Vanden Plas limousine which has been added to the standard Austin Princess range. Slim windscreen pillars, a high roof line, large quarter windows and a wide rear window combine to give good visibility.

COACHWORK . . . . Stand to Stand

being counterbalanced by a torsion bar.

The Standard Vanguard estate car is a familiar model with a body of all-steel construction. There are seats for six people, but the rear seat back-rest folds forward flush with the rear floor, giving a large continuous platform for bulky loads. The display is completed by the Triumph Renown saloon, a four-door six-light model with hard-edged lines, notable for the excellent all-round vision it provides.

Park, Ward and Co., Ltd., 473, High Road, Willesden, London, N.W.10. 107

AMONG the cars exhibited on the Park Ward stand is a Rolls-Royce Silver Wraith all-metal four-light saloon which has a framework of Park Ward patent steel construction with aluminium panels. Features include tables with mirrors, foot-rests, and sun visors. The exterior is finished in two-tone blue, the body being upholstered in pale blue leather. Equipment includes a controlled ventilation system, twin electric horns, mascot, bumpers, lock to the petrol trap-door, interior heating, defroster and demister, and radio.

The Rolls-Royce Silver Wraith seven-passenger enclosed limousine is also an all-metal design with steel framework and panels. The design features flowing front wing lines and shields to the rear wings. There are seats for two, including the driver, at the front, plus three on the rear seat and two on facing-forward occasional seats. Radio controls and fitments are recessed in the rear seat side arm-rests and the centre division cabinet incorporates cocktail fittings. Equipment includes sun visors, hinged quarter windows and a curved division window, electrically operated. The exterior is finished in blue-black throughout, while upholstery is in dark blue leather in the front compartment and grey Bedford cord cloth for the rear compartment.

Overseas visitors will be interested in the Rolls-Royce Silver Dawn special two-light drop-head coupé, an export model with left-hand steering and steering column gear lever. Like all Park Ward cars, it is of all-metal construction and it has seating for four persons including the driver. Rear seats and back-rests are arranged to tip and drop in order to provide additional luggage accommodation. The exterior is finished in pale blue, upholstery being in dark blue leather piped in pale blue. Optional extras include locks to bonnet, patent hinged type spats, chromium motifs on the wings, and a mohair rug.

Park Ward's Bentley two-door sports saloon seats four persons including the driver. There is a controlled ventilation system with demisting for the V-type windscreen. The exterior finish is in two-tone blue and this model is upholstered in grey Bedford cord cloth.

Pressed Steel Co., Ltd., Cowley, Oxford. 110

THE cars on this stand are all examples of the standard bodywork of various British manufacturers, with panels produced on the great presses at Cowley. In most cases the complete body shell, with doors, is made by the Pressed Steel company and delivered to the car manufacturer's works by road for final assembly, trimming and painting.

The Austin A.70 Hereford saloon has four-door four-light body with sliding roof. The colour is Canterbury grey with brown upholstery. The Hillman Minx also has a four-door, four-light body but with a fixed roof. This car's colour is claret with golden fawn upholstery. Recent styling changes are seen on the Humber Hawk saloon with four-door, six-seater body. Vision is improved by the Opticurve windscreen and rear window. The colour is quartz blue with light fawn upholstery. Another Pressed Steel company construction is the complete body-chassis structure for the Morris-Oxford, which is shown finished in birch grey with red upholstery.

Finally, there is the Rover 75 saloon, with four-door body by Pressed Steel.

Harold Radford (Coachbuilders), Ltd., Brent Crescent, London, N.W.10. 94

THE Bentley Countryman Mark II four-door saloon is a unique vehicle which combines the elegant lines of a town carriage and the carrying capacity of a station wagon. The whole rear panel can be opened, giving access to a large baggage space behind the rear seat. Essentially the car is a four-door, four- or five-seater saloon of composite construction, with aluminium panels finished in two colours—"snow-shadow" and black, with upholstery in light maroon and black piping.

The rear seat cushions fold forward and the rear seat back-rests, which have a folding centre arm-rest, fold into the floor individually, leaving the rear either completely or three-quarters free for luggage. For easy luggage loading through the rear, the panels are divided into two hinged flaps with the top one spring-loaded. For camping, the back-rests of both front seats fold backwards independently to form, with the rear seats, a full-length bed for one or two persons. Cocktail cabinets to hold plated metal and vacuum flasks, glasses, and so on are fitted in the rear quarters, and tables fitted to the rear of the front seats embody mirrors. The front windows are electrically operated. The price is £4,475, plus purchase tax of £2,487 12s 3d for buyers resident in Britain.

Rippon Bros., Ltd., Viaduct Street, Huddersfield, Yorkshire. 96

THE single exhibit on this stand is a magnificent Rolls-Royce Silver Wraith special sports saloon, seating five or six people. The coachwork is panelled throughout in aluminium over a reinforced ash frame. The adjustable bench-type front seats have folding tables in the back-rests. There are also a cabinet and clock and centre arm-rests to both front and rear seats. The large rear luggage locker, providing ample accommodation, is fitted with counterbalanced lid.

This coachbuilder's cars usually have a finish which attracts attention, and the Rolls-Royce is carried out in ivory and black, fine-lined in blue, with a chromium waist moulding. Upholstery is in Air Force blue leather.

Thrupp and Maberly, Ltd., Edgware Road, London, N.W.2. 103

FIVE examples of this company's products are displayed, all being standard models which it contributes as a member of the Rootes Group.

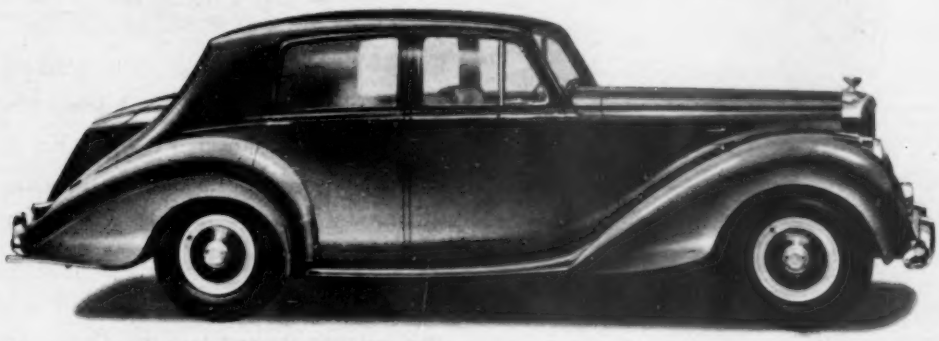
A dignified type of English car is the Humber Pullman limousine, which combines the qualities of a town carriage

Announcing

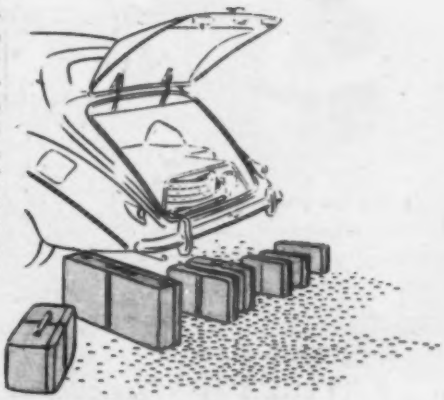
important new developments

on the *BENTLEY* *sports saloon*

(A fully automatic gearbox with over-riding manual control is available on left-hand drive cars for export).



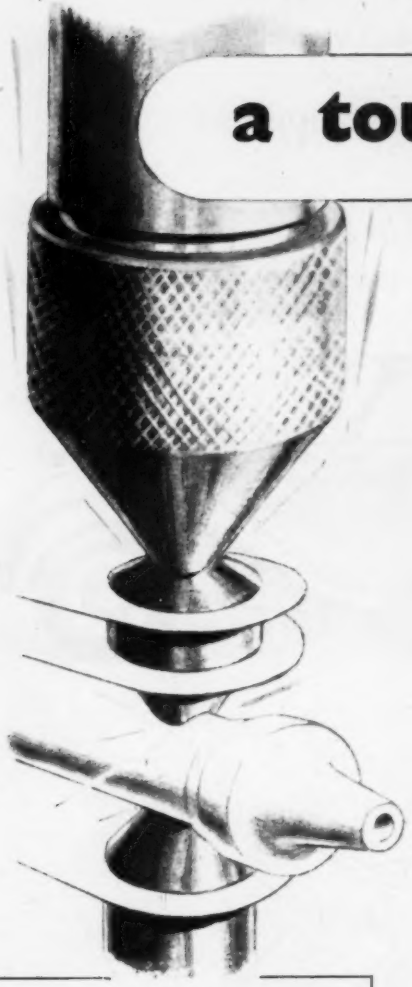
The introduction of new developments on the Bentley Sports Saloon is an event in the motoring world. The car now presented incorporates many improvements and additional features. A lengthened chassis enhances the appearance already improved by restyled body work; luggage space has been increased to double the capacity of previous models; modifications to rear suspension add to comfort, and the recently introduced 4½ litre engine still further improves performance. These modifications and the introduction of hot and cold air de-misting equipment are only a few of the additional features now incorporated in a car that has for so long occupied a unique place in international motoring opinion.



BENTLEY MOTORS (1931) LIMITED, 14-15 CONDUIT STREET, LONDON, W.1.

FOR A TOUGH JOB...

a tougher test



A K.L.G. TEST FOR MECHANICAL STRENGTH
'Corundite' insulators must withstand this crushing pressure until it rises to 4 tons.

THE JOB: WORKING UNDER PRESSURE
—half a ton of it

Even ordinary motoring gives the sparking plug in your engine some tough jobs. For instance, the pressure that the plug has to withstand leaps up 1,500 times a minute to half a ton per square inch. But K.L.G. make quite sure that their plugs are more than equal to these tough conditions — they put them through tests that are tougher still. Because such unusual care is taken in their manufacture K.L.G. plugs give you more miles of reliable service — and make the most of every drop of your petrol.

● SEE THEM AT THE MOTOR SHOW ON STAND NO. 257.

Unusual care in manufacture makes

K·L·G

the best plug for the job

One of* SMITHS *accessories for better motoring



Among the Tickford exhibits is this sports saloon on the Healey chassis with 2.4-litre Riley engine. It is strikingly finished in crimson.

COACHWORK . . . . Stand to Stand

with capacity for fast long-distance touring. The car exhibited is finished in black cellulose with black leather front seat and fawn West of England cloth in the rear compartment. The seating accommodates seven people and a chauffeur. This model incorporates the Thrupp and Maberly power-operated division with curved glass which takes up only one and a half inches more space in the body than a simple division with sliding glass. The rear seat cushion has a sliding adjustment. An air vent is provided on the scuttle

The Humber Imperial saloon is similar in general outline except for the deletion of the division, in place of which is fitted a full-width sliding front seat. Accommodation is available for three on the rear seat, three on the folding occasional seats and two on the front seat.

The Humber Super Snipe touring limousine has an all-steel body and is fitted with the Thrupp and Maberly patented division and front seat unit which has a curved division glass easily raised and lowered or locked in any position. Alpine Mist cellulose is the exterior finish, with red leather for the interior.

The Sunbeam-Talbot 90 convertible is a popular model which combines the comfort of a saloon with many of the advantages of an open sports car. Beech green is the colour, with light fawn leather upholstery. The driving seat is adjustable for height, rake and leg-room, and the doors have positive checks which hold them in the fully open position.

Finally, there is the Hillman Minx convertible coupé which may be used as a closed car, or with the head in the half-open de ville position, or fully open. It is finished in quartz blue synthetic enamel with golden fawn trim.

Tickford, Ltd., 6-9, Upper St. Martin's Lane, London, W.C.2. 101

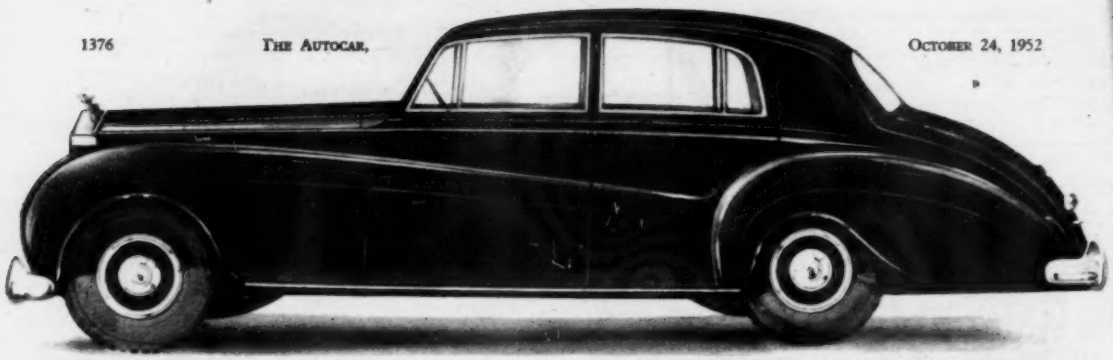
ON the Alvis 3-litre chassis, Tickford show a two-door convertible foursome coupé, which combines the comfort and roominess of a saloon with the advantages of an open sports tourer. The three-position, spring-assisted patent Tickford hood gives an intermediate de ville position which is arranged by hinged cantrails that fold across the body.

The hood is covered with Melloroid and fitted with a large rear window, whilst the interior is lined with cloth. The large luggage locker is fitted with the patent Tickford spring-assisted lid supports, special attention being given to the exclusion of dust.

The body shell is of coachbuilt construction with composite framing of ash, all woodwork being treated with tropical wood preservative. Scuttle and windscreen pillars are of steel-panelled construction, the doors and rear of the body being panelled in aluminium. An interior light in the hood is controlled from the front seat and interior woodwork is of polished figured walnut. The price complete as shown is £1,325 plus £737 12s 2d purchase tax for British buyers.

A very dropped wing line on the Bentley Countryman saloon shown by Harold Radford. The rear of the car opens fully to give maximum luggage space.





Harmonius styling is shown in the coachbuilder's sketch of a four-door sports saloon by James Young on a Rolls-Royce chassis.

COACHWORK . . . . Stand to Stand

The Healey 2.4-litre Tickford two-door four-light sports saloon has a body of coachbuilt construction with composite framing of ash. The rear of the body incorporates a large luggage locker, the spare wheel, tyre and tools being located in a separate compartment underneath. Aluminium is used for all body panels, wings and bonnet.

Exterior paintwork is Bayard crimson. Price is £1,218 plus £678 3s 4d purchase tax (radio and heater extra).

There is also a Lagonda Mark II two-door convertible foursome coupé. On this car the body frame is of composite construction of ash mounted on a steel subframe. The three-position patent Tickford hood is fitted with an extra large plastic rear window, and the interior is lined with cloth. The spare wheel is mounted in a separate compartment below the floor of the luggage locker. Body panels and wings are of aluminium. The finish is Metallichrome Gulf blue with blue-grey leather and a grey hood. Complete as shown the car costs £1,925, plus £1,070 18s 11d purchase tax.

Vanden Plas (England), 1923, Ltd., Kingsbury Works, Kingsbury Road, London, N.W.9. 102

THIS company, which is now controlled by Austin, shows an interesting new model, the Austin A.135 Princess limousine. It is an unusually large car on a chassis with a longer wheelbase than for the familiar Princess saloon and touring limousine, which are also shown. The new model has an overall length of 17ft 9in, some 20 inches longer than the other two cars and it has seating accommodation for nine people. Exceptionally easy access to the rear compartment is assured by straight edged rear doors which are entirely clear of the wheel arches.

Steel is used for the front wings and bonnet and aluminium for the rest of the body panels. The very slim windscreen pillars are cast in aluminium bronze, the remainder of the body frame being of timber. Very good all-round vision is a feature, with six side windows and a wide rear window, giving a very pleasant air of light and space to the interior. The standard division has sliding windows, but available as an extra is a special division with curved glass which is raised or lowered electrically. Step lights recessed in the body sills are switched on when the doors are opened; there is a chauffeur's reading lamp in front and two rear interior lamps. Separate illumination is also provided for the interior of the luggage locker.

All seats and back-rests have Dunlopillo overlays and interior woodwork is in walnut veneer. The heating and ventilation system supplies heated air to both front and rear compartments, a separate temperature-control switch being installed at the rear. The car costs £1,750 plus British purchase tax of £973 14s 6d. Extras include radio, power-operated division and fine lining on the body.

Also shown are the well-known Austin A.135 Princess II saloon and touring limousine on the shorter chassis. These two cars are similar in general design, except for the provision of a power-operated division on the limousine. Radio is standard on the saloon, and general equipment is both well planned and comprehensive. Prices are £1,617 for the saloon and £1,667 for the touring limousine, plus purchase tax for home buyers.

Vincents of Reading, Ltd., Station Square, Reading, Berkshire. 112

IN solitary state on the stand of Vincents of Reading there is an impressive Rolls-Royce Silver Wraith sports saloon strikingly finished in bronze green, with interior upholstery in brick red. The car is a five-seater with comfortable seating for two on adjustable front seats and three on the rear seat. There is a folding armrest at the rear and many people will be glad to find that the car has a sunshine roof, a feature which is becoming rather rare nowadays. Walnut is used for fillets and facia. The built-in luggage locker is neatly fitted with Rev-robe suitcases by the Revelation people, and has a roller dust blind to protect the contents against the fine dust encountered during long-distance tours in the summer.

James Young, Ltd., 37, London Road, Bromley, Kent. 100

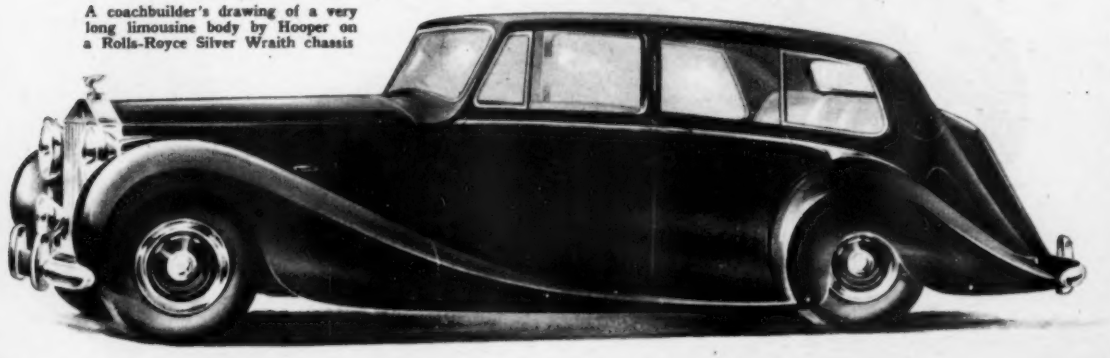
THE efforts of this old-established Kent coachbuilder are, as usual, concentrated on coachwork of the highest class for Rolls-Royce and Bentley chassis.

On the Rolls-Royce Silver Wraith chassis there are two special four-door sports saloons with division designed for owner-driver or chauffeur operation. The division glasses are electrically operated and in the front doors there are spacious lockers containing cocktail and picnic outfits. At the rear there are exceptionally large luggage lockers.

One of the Bentleys is a two-door saloon coupé specially designed for the owner-driver. Graceful lines are enhanced by a curved windscreen and curved rear window. Lockers in the doors contain cocktail and picnic outfits. There is a special instrument panel, and equipment includes controlled ventilation with demister for the rear windows. There are press-button locks on the doors and the luggage locker.

There is also a Bentley four-door sports saloon fitted with divided bench front seat and with similar general equipment to that of the other models.

A coachbuilder's drawing of a very long limousine body by Hooper on a Rolls-Royce Silver Wraith chassis



CARAVANS





The County Tent-Trailer has been re-introduced by Car Trailers, Ltd. It was last in production in 1939.

Left : another view of the County Tent-Trailer, this time in the closed position for towing. The roof is easy to raise.

MODELS FOR ALL NEEDS : A WIDE SELECTION AND A FINE DISPLAY

EVERY pocket, every car, every family and every purpose is catered for in the caravan section of the Show. For the motorist who wants the now-impossible-to-find country or seaside cottage there are models that will give him more comfort for far less trouble than any olde worlde bang-your-head-on-the-beams habitation. Moreover, if new pastures are an attraction, then the move is as easy as the thought that initiates it.

Nevertheless, the emphasis at this Show is on mobility. Almost all the exhibitors are offering either dual purpose (living-touring) vans or have decided to produce lightweight models designed solely for holiday caravanning. These, of course, are of necessity without some of the heavier comfort-producing items. Grillers have to take the place of full-size ovens, hand water containers save much of the weight of tanks and pumps, the absence of a solid fuel stove contributes to lightness, and a refrigerator is another absentee. In this way some of the manufacturers have managed to get the ex-works weight down to one hundredweight per foot.

Particularly interesting are the ultra-light vans designed especially for the owners of small cars. For years this market has been sadly neglected by the manufacturers, who have been preoccupied with the production of living vans to help solve the housing shortage. Many of these ultra-lightweights are of the two-berth variety, but some cater for, or can accommodate with the aid of lean-to tenting, a family of four. Styles vary from tent-trailers (tent camping with the wet ground and the bother left out) to folding caravans and orthodox models, styled in size and design to keep weight down to an absolute minimum. The outcome is that the owner of an Eight can now spend the whole of his week-end away from bricks and mortar, and need not make one or two outward and homeward trips to the country or seaside. The slightly larger models, measuring 12ft from front to rear, not including the tow pole, give real comfort and can be towed easily by a Ten upwards. Care must be taken, however, to select one that not only is elegant and sound in design, but also has an ex-works weight not exceeding approximately 13cwt.

Except for the use in one or two instances of resin-bonded plywood for external walls—and this material has had ample trials in other circumstances—there are no new building materials being used. Hardboard, properly sealed, is to some extent coming back for external walls; in fact, many of the older manufacturers refused to depart from it, even when the fashionable demand for metal panelling was at its height.

The partial return to hardboard has largely been dictated by the fear that the rearmament programme would create an acute shortage of aluminium plate. This shortage has, however, not been as severe as was expected, with the result that aluminium exterior panelling is in many cases standard and in others can be incorporated as an extra.

Ever since the caravan manufacturers started to build vans to ease the housing situation, particular attention has

Interior of the Colt, the lightweight made by Alperson Products, Ltd. It sells for £175 and is claimed to suit "the lowest h.p. car."



Here is the Countess model made by Car Trailers, Ltd. It is 14ft long and has accommodation for four. Price of the standard model is £450.



CARAVANS . . . . . continued

been paid to insulation—by building double walls, to prevent condensation and to keep the occupants comfortably warm in our rumbustious island weather. This is now reflected in almost all the present-day touring vans; even the very smallest have these desirable qualities.

Having provided for warmth, manufacturers are now starting to offer refrigerators in the larger models. The Englishman's love of cold drinks—and his inability to provide them—is notorious. These small refrigerators, which are operated from the butane gas bottle, are most useful, and smaller and lighter models would be much appreciated in the smaller touring caravans—especially when foreign travel is contemplated.

A step forward at this Show (but also a move back to pre-war practice) is the provision of crockery as standard equipment. To have china bearing the mark of the manufacturer gives an air of completeness to any caravan.

Prices generally have hardened somewhat of late, but a well-built British caravan is still very good value for money, whether one is buying an ultra-lightweight for £175 or spending £1,600 on a coachbuilt 20-footer. Anyway, there is much satisfaction these days in buying something on which there is practically no purchase tax!

Alperson Products, Ltd., The Avenue, Newmarket, Suffolk. 192

EXHIBITING their touring caravans for the first time, Alperson Products, Ltd. are introducing at the Show the Mark 2 versions of the Sprite and the Sprite Major. Capable of being towed by a 10 h.p. car, the Sprite Mark 2 is 12ft long and 7ft 3½in wide. Its height is 8ft 4in, and it weighs 13cwt. There are eight windows and a roof light; both the body and the roof are double panelled. Headroom inside is 6ft 3in, and there are two rooms. Prices of this model are from £230 to £302 10s.

Suitable for a 12 h.p. car, the Sprite Major Mark 2 is 16ft long × 7ft 3½in wide × 8ft 6in high and weighs 18cwt. It has nine windows and a roof light, and there is a sliding partition for the two rooms. Prices are from £320 to £422 10s. Alperson Products claim to provide a caravan for "any horse-power car from the very smallest." Their range includes the Colt, for "the lowest h.p. car" (£175), and the new 22ft Elizabethan "living" caravan (£460 to £535). Lack of stand space, however, prevents the Elizabethan from appearing at the Show.



Suitable for living or touring, the 18ft 6in Langdale de Luxe, made by Burlingham Caravans, has a large bay window at both the front and the rear.

Bertram Hutchings Caravans, Ltd., 124, Stockbridge Road, Winchester, Hampshire. 185

THREE well-known Winchester models are being exhibited on the Bertram Hutchings stand. The smallest is the 14ft long Special, a two-berth touring van suitable for cars of 10 to 12 h.p. and upwards. It is 6ft 9in wide × 8ft 6in high and contains an end kitchen with a gas oven cooker, a stainless steel sink, and comprehensive facilities. Selected and seasoned timbers are used for the coachbuilt body, which has a lantern roof with opening lights. There is a heating stove and a large airing cupboard. An all-steel chassis is employed.

For cars of 16 h.p. and upwards, the 18ft long Royal is a two-compartment residential-cum-touring caravan. It is 7ft 2in wide × 9ft high and has in the forward compartment two single beds, which can be used as a double bed at will. There is a coal fireplace and an airing cupboard. The third caravan on view is the 21ft long Royal, a three-compartment residential caravan for towing by cars of 20 h.p. and upwards.

Burlingham Caravans, Garstang By-pass, Garstang, Lancashire. 180

AS at last year's Show, two caravans are being exhibited by the Burlingham company. These are the 18ft 6in Langdale, a four-berth van suitable for living or holiday purposes, and the 22ft Windermere, a de luxe four-berth van with full equipment for permanent living. Neither is new: they were both shown last year. Seasoned hardwoods and aluminium exterior panels are used for both coachbuilt bodies, but the Langdale has a wide lantern roof fitted with five opening lantern-roof windows on each side; it has two single beds at the front, and a double bed settee along the left side. Possessing two doors and a rear end kitchen, the Langdale makes up into three rooms, and there is a bay window at each end of the van. Price of the Langdale is £1,475; that of the Windermere is £1,495.

Car Trailers, Ltd., Luton Road, Harpenden, Hertfordshire. 183

EXHIBIT No. 1 on the Car Trailers stand is undoubtedly the County Tent-Trailer, which is now re-introduced, having been out of production since 1939. It is a camping trailer for two, weighing only 5½cwt, and is certainly capable of being towed by the smallest of cars. There are two Dunlopillo berths, and ample lockers; the body size is 6ft 6in × 5ft 5in. Height for towing is under 5ft. Raising the roof is simple, and lean-to extensions can be fitted to take camp beds. Price of this model is £175.

Also shown is the well-known 14ft four-berth Countess caravan, which is suitable for both touring and living and is being continued with detail improvements for 1953. A second Countess model is on view—a special model of the type up till now available only in Switzerland. It has five berths, hot and cold water, a toilet room, a foot bath, a refrigerator, and a cellar for bottles. It is described by the makers as a small caravan with all the conveniences of a much larger one, and it is built to suit Swiss regulations. Both Countess models have a lantern roof and sun flap and are similar externally.

Price of the standard Countess model is £450; that of the special model is £695, or 10,700 Swiss francs.

Carlight Trailers, Ltd., Church Lane, Sleaford, Lincolnshire. 182

FOR 1953 the 22ft Colonial V is being continued with detail improvements. Two examples of this large living caravan (which could, however, be used for long tours) are to be seen on the Carlight Trailers stand. The Colonial V is available in two versions, A and B, which differ only in that Type A has a dinette arrangement for the amidships double bed, whereas Type B has a double bed that folds up. Both versions have in addition two large single beds, which become settees in the daytime. Thus four people can be accommodated.

So that a refrigerator can be fitted if required, the kitchen of the Colonial V has been re-designed for 1953. A suitable refrigerator is offered as an extra for £60.

It is stressed by the makers that air-


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CARAVANS . . . . . continued

craft technique has been used in the furniture design and fabrication of this luxury caravan, in order to keep the weight down. Moreover, so that the van can be used for extensive touring, a vacuum servo is fitted to operate the Girling brakes, and twin rear lights incorporating stoplight filaments are provided. Price of both Colonial V versions is £1,675.

Cheltenham Caravan Co., Ltd., Maida Vale Works, Naunton Lane, Cheltenham, Gloucestershire. 172

A NEW touring model, the Bison, is being exhibited. Similar to the Antelope but a little longer, the Bison has dimensions of 15ft 4in × 6ft 9in. The main walls and furniture are of limed oak. There are two Dunlopillo double beds; one is an orthodox dinette, of which the table forms the centre portion, and the other is made of sliding sections. The Bison also has an end kitchen and a toilet.

Other Cheltenham models on show are the Eland, the Antelope and the Gazelle. The Deer is in the 1953 range, but is not at Earls Court. Prices are as follows: The Bison, £485; the Eland, £825; the Antelope, £385; the Gazelle, £330; the Deer, £335.

Coventry Steel Caravans, Ltd., 148 to 150, The Parade, Royal Leamington Spa, Warwickshire. 191

TICKFORD Knight and Newport Knight models as at present in production are exhibited on this stand. There are two Tickford Knights on view; one is the Model 12, and the other is the Model 12 de luxe fitted with extras. Similarly, there are standard and de luxe Newport Knights on show. Prices, without extras, of the Tickford and Newport models are £380 and £896 repectively.

The standard Tickford Knight caravan is a two-berth touring model weighing 15cwt 14lb completely furnished. Interior dimensions are 12ft 6in × 6ft 10in, with headroom about 6ft 8in. Extras include three- and four-berth conversions and a dinette four-berth arrangement. The Newport Knight is a large living van of which the internal dimensions are 21ft × 6ft 10in, with headroom about 6ft 8in. Extras include a spare bed and mains electric and water supply equipment. This firm builds other large models to order.

B. Dixon-Bate, Ltd., Bridge Works, Tarvin Road, Chester. 184

OF main interest to motorists who visit this stand is the Model T40F super caravan chassis of 40cwt capacity. It is fitted with an electrically operated brake gear, a rubber-lined ball coupling, 7.50—16in truck type tyres, a screw type jockey wheel, and quick-release jacks. There is also the Model 41 super boat trailer designed for carrying 10ft, 12ft and 14ft dinghies. Other Dixon-Bate exhibits include touring brackets designed for particular car models, and some examples of trailers. Dixon-Bate represent the chassis side of the industry.



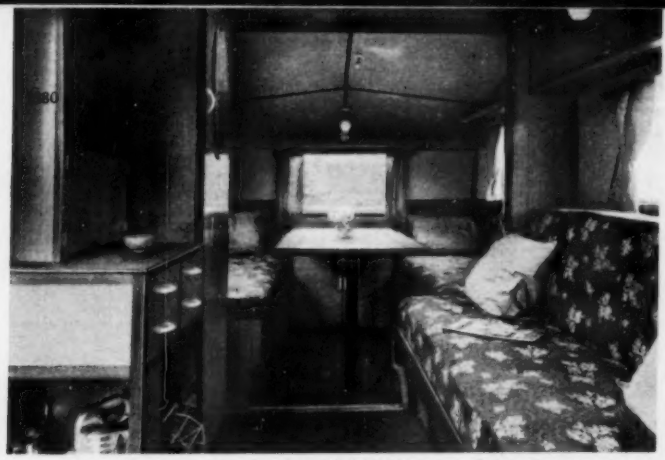
Very handsome is the Tickford Knight Model 12, manufactured by Coventry Steel Caravans, Ltd. It is a two-berth touring model.



New on the Eccles stand is a living and touring caravan called the New Imperial, which is 18ft long × 7ft wide.

Carlight Trailers, Ltd. are showing their 22ft Colonial V model, which is being continued with detail improvements for 1953.





A living and touring caravan, the 16ft Siddall Rainbow has a well-appointed interior. The price of this model is £676 10s, and there is an end kitchen.

CARAVANS . . . . . continued

Eccles (Birmingham), Ltd., Hazelwell Lane, Stirchley, Birmingham, 30. 186

A NEW 18ft living and touring caravan called the New Imperial is to be seen on the Eccles stand. Its price is £460. Other models on view are the well-known 14ft touring Alert model, which has been slightly modified and costs £350, and the recently introduced 12ft lightweight touring model called the Coronation, which is stated to have new refinements and is priced at £285.

The New Imperial is 7ft wide and weighs 24cwt. It has an Eccles all-steel chassis and adjustable scissor legs. The body is double-panelled throughout, and the internal panels are of hardboard. Aluminium is used for the outer ends and sides. The coachbuilt roof is canvased and bitumen-waterproofed. There are two doors, of which the main entrance is the stable type.

There are six polished light-alloy opening windows, three opening plastic roof ventilators, and permanent louvred ventilation. Facilities for lighting, cooking and heating include three gas lights, an oven-cooker and a slow combustion stove. Sleeping accommodation consists of a settee-type double bed, and two single beds that can be made into a double one if required. A large airing cupboard is fitted above the stove. All woodwork is French polished, and the interior panelling is painted ivory. Exterior finish is ivory or the new Eccles metallic bronze.

Ensor Caravans, Ltd., 369, High Street, West Bromwich, Staffordshire. 188

THREE Ensor caravans are being exhibited this year—the Light 4, the Wrekin and the Home. The Light 4 has been improved for 1953 by the addition of a full-width bay window, a door divided into top and bottom halves, and a nest of drawers at the rear between the two single beds. This caravan has a double berth as well, and a centre kitchen. Weighing only 16½cwt, it is designed to be towed by a small car. The price is £380.

Well known for its patent folding side kitchen, which makes it towable by a medium-sized car, the Wrekin is suitable for living in if necessary. There are two single berths and a double one. Weighing 26cwt, the van costs £625.

The third exhibit, the Home caravan, is designed for the residential purchaser who wants a well-finished, sound van below the luxury price range. Weight of the Home model is 35cwt, and it costs £750. Although it has been in production for 12 months, it is now being exhibited for the first time. There is a folding partition between the two double beds in the large lounge; facilities include an end kitchen with a bath and toilet room.

Fairholme Products, Ltd., Colchester Estates, Colchester Avenue, Cardiff. 187

LATEST version of the 7½cwt Wanderer is exhibited on the Fairholme stand. This little 2- to 3-berth tourer is a folding caravan, and it is being shown in both the open and closed positions. Dimensions are 8ft long × 4ft 6in wide × 6ft high when closed, and 8ft long × 6ft 6in wide when opened up, with inside headroom of 6ft 2in. It is said to be easily handled by one person and to



This is the new 22ft Pilot Panther P-V made by M. R. Pascall, Ltd. It is a luxury living van that could, however, be used for extensive touring.

Here is the Moonbeam, one of the two new models produced by Rollalong Caravans, Ltd. It is a lightweight four-berth living and touring van 18ft long. Note the unusual shape, which is said to contribute towards lightness.





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CARAVANS . . . . . continued

be towable by an 8 h.p. car. Facilities include a kitchen and a settee-cum-double bed. Finish is ivory and scarlet; the price is £240.

At the other extreme Fairholme are showing a new 22ft × 7ft 6in living van called the Silver Lounge Resident. The large lounge is located in the fore part of the van.

Jubilee Caravans, Ltd., Bridge Works, Wednesbury, Staffordshire. 181

THIS firm is exhibiting a living caravan 20ft 9in long called the Jubilee Queen. It is 8ft 11in high × 7ft 4in wide and weighs 35cwt; minimum headroom inside is 6ft 6in. The roof is of the lantern type with 12 lights, six of which are opening ones. There are three rooms, two single beds, and one double bed. The price of the Jubilee Queen is £897 1s.

Northampton Caravans, Ltd., Kettering Road North, Northampton. 179

TWO new models are being exhibited on this stand—the Glider Series VI four-berth and five-berth touring models. Both have an all-steel Brockhouse chassis and undergear, and a central kitchen. The four-berth model is 10ft 6in long × 6ft 6in wide × 6ft 5in high and is designed to be towed by an 8 h.p. car. The five-berth model is 14ft 6in long × 6ft 6in wide × 6ft 6in high and is for a 10 h.p. car. Oak-faced plywood is used in both models for furniture and lockers. Both have a double dinette bed, but the four-berth van is fitted in addition with two single beds that can become a settee by day, and the five-berth model has a double and a single bed (becoming a settee by day). The one main compartment in each van is easily converted into two for night use. Price of the four-berth model is £285, and of the five-berth model £370.

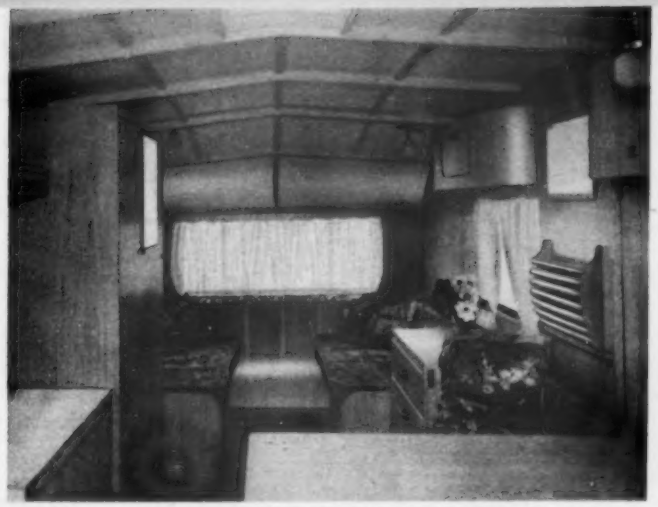
There is a third touring van on view—the well-known Glide. Flyte Series V, 15ft 3in long × 6ft 6in wide × 6ft 5in high, suitable for a 10 h.p. car. It is a four-berth de luxe caravan and costs £399 10s.

Paladin Trailavan Co., Ltd., 464, Dunstable Road, Luton, Bedfordshire. 189

FOR 1953 the Paladin company are offering four models. These are: the Pixy, a lightweight four-berth van weighing under 9cwt and suitable for an 8 h.p. car (this model was introduced during last season); the Wisdom, a 14ft long touring model weighing about 19cwt; a living version of the Wisdom; and the Duplex caravan extension. Prices are as follows: Pixy, £199 10s; Wisdom, £299 10s; Living Wisdom, £299 10s plus optional extras; Duplex extension, £299 10s complete with verandah. The Duplex may be bought in conjunction with the Living Wisdom at a combined price of £621 10s. The exhibit on Stand 189 shows this combination to good effect.

M. R. Pascall, Ltd., Oakengates, Shropshire. 176

A NEW 22ft model called the Pilot Panther P-V is being exhibited on the Pascall stand. The chassis is of steel girder construction and is fitted with a



Interior of the Bison, a new model made by the Cheltenham Caravan Co., Ltd. It is a touring van 15ft 4in long × 6ft 9in wide.



The recently introduced Eccles Coronation, a 12ft lightweight touring model, has been given new refinements for 1953.

Made by Ensor Caravans, Ltd., the Wrekin is well known for its patent folding side kitchen. This van is suitable for a medium sized car.





Here is the Carron two-berth model, made by Thomsons (Carron), Ltd. It is 9ft long and sells at £185.

bow is a living and touring caravan with an end kitchen, and it is marketed with one double and two single berths, or with two double berths, at £676 10s. The former is 16ft long × 6ft 8in wide and weighs 23cwt, and the latter is 15ft 7in long with otherwise the same dimensions. The 14ft long × 6ft 8in wide Sundial is offered in either four-berth or two-berth form, and the price is £595.

Thomsons (Carron) Ltd., Skaithmuir Mill, Carron, Falkirk, Scotland. 174

RANGING from 9ft long to 22ft long, the Thomsons models exhibited are as follows: the Carron 9ft model, which has two berths and sells at £185; the Almond 14ft model, which has four berths and sells at £298; the Annan 17ft model, a four-berth van priced at £450; and the Solway 22ft van, which has four to five berths and a price of £675. Except for the Carron model, these prices include a gas cylinder, a carpet, and cooking utensils.

CARAVANS . . . . . continued

Brockhouse hitch, 7.50—16in truck tyres, and Girling brakes. The layout includes a large lounge at the front, a kitchen in the centre, and a separate bedroom at the rear. Aluminium is used for exterior and roof panels. It is claimed that when undergoing tests this model was towed at 60 m.p.h. without any signs of swaying or discomfort. It is also claimed that the special undergear and constructional features make the model suitable for countries like South Africa, where road and climatic conditions can be severe.



The Glider Series V four-berth touring model is made by Northampton Caravans, Ltd. and is 10ft 6in long.

Raven Caravans (1947) Ltd., Mill Lane, Waddon, Croydon, Surrey. 173

RAVEN CARAVANS are showing a full range of models from 10ft long to 22ft long. The smallest is the Mignon, which is a three-berth holiday touring caravan 10ft long × 6ft 6in wide with 6ft 4in headroom; its price is £275. Next comes the Castle, a four-berth touring van with a centre kitchen; dimensions of this model are 14ft long × 6ft 6in wide with 6ft 6in headroom, and its price is £380. Two living caravans are also on view, the Ascot, a 22ft × 7ft 6in model selling at £675, and the Cottage, an 18ft × 7ft 6in van priced at £550. Both the living vans have a new layout.

Rollalong Caravans, Ltd., Southampton Road, Ringwood, Hampshire. 178

THERE are two new models on the Rollalong stand—the Moonray, a super lightweight (10cwt) four-berth touring van 12ft long × 6ft 4in wide, and the Moonbeam, a lightweight four-berth living and touring van 18ft long × 6ft 6in wide. Both these models have been designed for lightness and good towing qualities. Lightness, in particular, has been brought about by the adoption of a new shape that reduces floor area (in the 12ft model by one half) and involves non-vertical ends. The 12ft Moonray can be towed by an 8 h.p. car and can be supplied with an 8ft 6in sailing dinghy that is attached to the roof. Price of the van is £335; and the dinghy, complete with sails, costs £62 10s. Slight differences in specification enable the Moonbeam to be sold as a touring model for £510 and as a living model for £535.

Rollalong also market a 22ft, four-berth, four-room living caravan priced at £980 and called the Sunray. And there is a Sunbeam model very similar to the Sunray.

Siddall Caravans, Ltd., 343, Old Bath Road, Cheltenham. 177

FOUR Siddall models are being offered for 1953—two under the name Rainbow and two called Sundial. The Rain-

Willerby Caravan Co., Willerby, Nr. Hull, Yorkshire. 190

NO radical change has been announced for Willerby 1953 caravans, but the new specifications include metal windows, additional storage facilities, improved layouts, and luxury interior furnishings. Of the nine models marketed, three are being exhibited at the Show. These are the popular 12ft 6in Junior Mark II, the 15ft 6in four-berth Standard model, and the 22ft Home model. The Junior Mark II, which is a light touring van with accommodation for four, is offered at £265. The Standard model is really both a living and a touring caravan, and its price is £299 10s. Price of the living model, the Home, is £499 10s.

This 14ft long Wisdom touring model, made by the Paladin Trailavan Co., Ltd., is seen pulled up in a pleasant setting.



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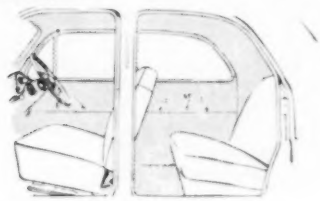
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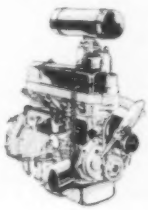
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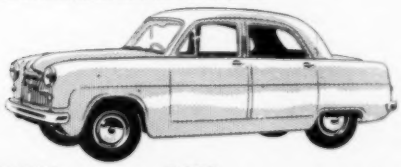
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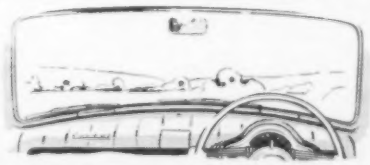
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AUTOMATIC OPTION

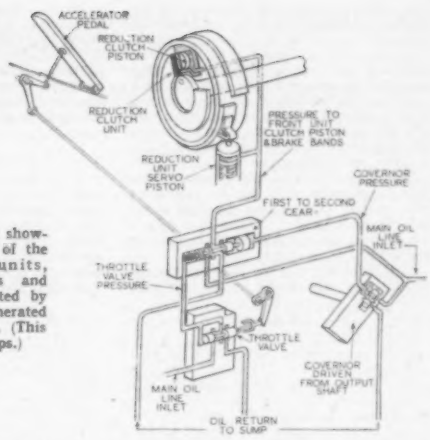
ROLLS-ROYCE AND BENTLEY INCORPORATE HYDRAMATIC TRANSMISSION

IN order to meet the demand from overseas markets Rolls-Royce and Bentley cars are now available with a fully automatic transmission. This is, however, provided with a manual control lever working in a quadrant beneath the steering wheel, so that the driver has finger-tip selection of the gear he desires, if he prefers not to rely on the automatic control.

This transmission is available only on left-hand drive models and is reserved exclusively for export. It is the General Motors Hydramatic system, and it has been selected by the Rolls-Royce engineers because, after prolonged tests at home and abroad of all the principal transmission systems, it has proved to be the one most nearly meeting their requirements and high standards. In adapting it to Rolls-Royce and Bentley cars many modifications have been made to suit their characteristics. Thus the servo motor for the braking system, which is driven from the back of the gear box, is incorporated, and the standard American practice is departed from in the layout of the quadrant for the over-riding manual control.

The Hydramatic transmission was introduced in 1939 and has since then been the subject of much development work. Basically it remains unchanged in its essential mechanical features as described in *The Autocar* of April 12, 1946, but its somewhat complex hydraulic controls have been greatly improved in order to give smoother operation.

It consists essentially of an hydraulic coupling and three epicyclic gear trains, one of which is for the purpose of providing a reverse gear. Each of the two gear trains for forward motion can be locked by a multi-plate clutch to give a direct drive through it. Additionally the first train can have its sun pinion, and the second train its annulus or ring gear, held by a friction band operating on a drum in order to give a reduction in gear ratio. As the two trains are in tandem and have different reduction ratios they accordingly provide four different gear ratios.

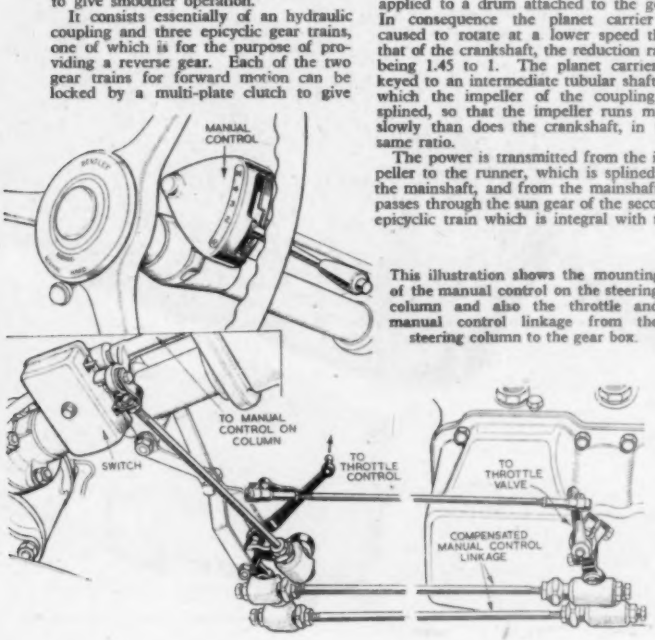


Schematic diagram showing the operation of the various valve units, governor, clutches and brake band, operated by oil pressure generated within the gear box. (This has two oil pumps.)

It will be easier to comprehend the operation of the transmission as a whole if the control mechanism is dealt with later and the power flow in the different speeds is described first:

First Speed.—The casing of the coupling is attached to the engine crankshaft and is connected to the annulus of the first epicyclic train. The sun pinion of this train is held from rotating by a band applied to a drum attached to the gear. In consequence the planet carrier is caused to rotate at a lower speed than that of the crankshaft, the reduction ratio being 1.45 to 1. The planet carrier is keyed to an intermediate tubular shaft to which the impeller of the coupling is splined, so that the impeller runs more slowly than does the crankshaft, in the same ratio.

The power is transmitted from the impeller to the runner, which is splined to the mainshaft, and from the mainshaft it passes through the sun gear of the second epicyclic train which is integral with the mainshaft. The second train annulus is held by a band on its drum, and the planet carrier is carried by the output shaft; accordingly the planet carrier and output shaft rotate more slowly than the sun wheel, the actual gear reduction being 2.634 to 1. The total reduction between input (crankshaft) and output shafts is, therefore, the 1.45 to 1 of the first train multiplied by the 2.634 to 1 of the second train, or 3.820 to 1. All the power passes through the hydraulic coupling, but as its speed is lower than that of the crankshaft the idling drag of the coupling is reduced.



This illustration shows the mounting of the manual control on the steering column and also the throttle and manual control linkage from the steering column to the gear box.

Second Speed.—The band holding the sun gear of the first train is released, and the train is locked solid by its multi-disc clutch. Power flows through the train without gear reduction, and the impeller rotates at the same speed as the coupling casing and crankshaft. The second train remains in action as for first gear, and the total reduction ratio is, therefore, its 2.634 to 1. Again all power passes through the coupling.

Third Speed.—For third, the first train sun is held by its drum and band, so that the gear reduction of 1.450 to 1 is obtained. The power flow divides, however, part going forward through the hydraulic coupling (actually 40 per cent) and back through the mainshaft to the sun and planets of the second train. The remaining 60 per cent of the torque passes through the clutch of the second train to the annulus and planets of the train and so through the planet carrier to the output shaft. The second train acts as a mechanical coupling, in fact, with a differential gear action, as the result of the free movement of its annulus which allows it to combine the power flow from the two sources.

Fourth Speed.—In top gear both epicyclic trains are locked by their clutches and act merely as couplings, the torque being divided as in third speed. There is no gear reduction, and the drive is direct.

Reverse.—The third epicyclic train is brought into use and combines with the second train to form a compound set. The first train sun is locked as in first gear, giving the 1.450 to 1 reduction. Power flows through the hydraulic coupling and the mainshaft to the second train sun. The annulus of the second train is locked to the sun of the reverse train,

M*

AUTOMATIC OPTION . . . . . continued

and the planet carriers of the second train and reverse train are both on the output shaft, which is caused to rotate in the reverse direction with a gear reduction of 2.970 to 1, so that the total reduction between input and output shafts is 1.450 × 2.970, or 4.306 to 1.

To appreciate what these various gear reductions mean they can be translated into overall gear ratios, the final drive ratio being 3.73 to 1. Thus first gear is 14.25 to 1, second 9.82 to 1, third 5.41 to 1, and top or direct 3.73 to 1.

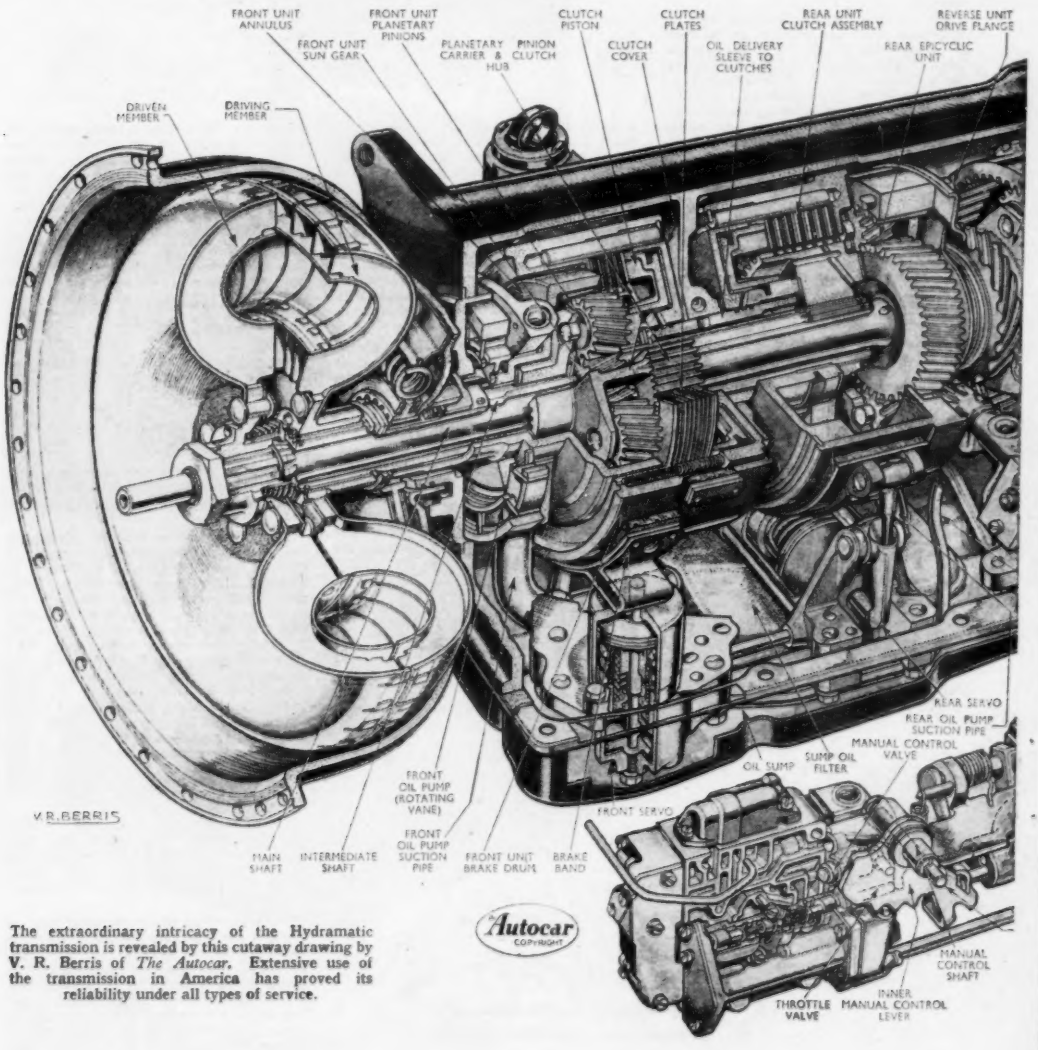
It now remains to see how the various changes are carried out by the hydraulic controls. There are in the gear box two oil pumps, one of which is of vane type and is of variable output by altering the eccentricity of its case in relation to the vanes.

Engine-driven Pump

This pump spigots into the front end of the gear case, and the input shaft passes through it and drives it, the rotating vane member being splined to the shaft. Accordingly this pump is driven by the engine and will come into operation when the engine is started.

At the rear of the box there is a cross shaft driven by skew gears from the output shaft, and having a gear-type oil pump at one end, and at the other end a centrifugal governor. This pump is driven only when the car is in motion, through the transmission. There are, therefore, two sources of oil pressure, one depending on engine speed, and the other on car or road speed.

The two friction bands referred to are operated by oil pressure in servo units, the front servo for the first epicyclic train being so arranged that oil pressure applies the band, but oil plus spring pressures release it. For the rear servo, for the



The extraordinary intricacy of the Hydramatic transmission is revealed by this cutaway drawing by V. R. Berris of *The Autocar*. Extensive use of the transmission in America has proved its reliability under all types of service.

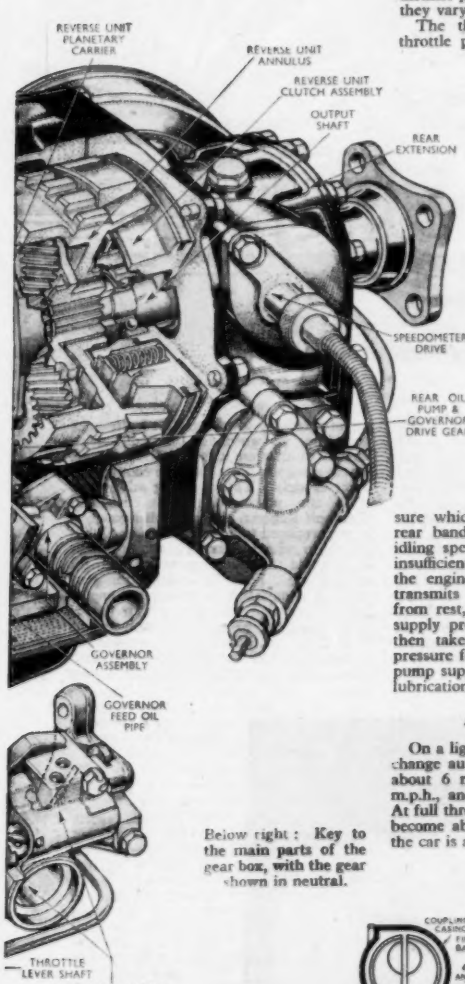
second epicyclic train, the action is the opposite, spring plus oil pressures applying the band, but oil pressure alone releasing it. The two multi-disc clutches are also controlled by oil pressure. When the engine is started the front pump delivers oil at a pressure that varies up to a maximum of 95 lb per sq in, and it first closes a shuttle valve to prevent oil from discharging through the rear pump, which is not in operation until the car begins to move. The two pumps deliver into the same main oil pressure line.

On the left side of the gear case there is the hydraulic control unit, consisting of a die casting in which are numbers of oil passages and small piston valves. Of these, the most important are three "shift valves" which control the flow of oil to the two brake band servos, and to the two clutch units. Two other important valves are the throttle valve and the manual control valve.

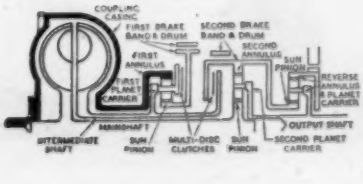
The governor driven from the ouput shaft has been mentioned, and to this the main oil line passes. The governor has two centrifugal weights attached to sliding valves, one weight being heavier, and therefore operating at lower speed, and the lighter weight and its valve at higher speed. Thus from the governor two distinct pressures are made available, and they vary according to road speed.

The throttle valve is linked to the throttle pedal, and in operation may be regarded as similar to the governor except that centrifugal force is replaced by a spring, the loading of which varies with throttle opening. Thus the main oil pressure which is supplied to the throttle valve is varied by the position of the valve, and the more the throttle pedal is depressed the higher will be the oil pressure passing the throttle valve. Purpose of the manual control valve is to direct oil to the various shift valves when the gear lever is moved in its quadrant. It has an over-riding action over the automatic operation.

When the car is at rest and the engine is not running there are no oil pressures. When the engine is started and the gear lever is moved from the neutral position, the front pump supplies pressure which applies the front band, the rear band being spring applied, but at idling speed the fluid coupling transmits insufficient torque to move the car. As the engine is speeded up the coupling transmits more torque, the car moves from rest, and the rear pump begins to supply pressure. In fact, the rear pump then takes over the duty of supplying pressure for gear changing, and the front pump supplies the fluid coupling and the lubrication of the box.



Below right: **Key to the main parts of the gear box, with the gear shown in neutral.**



Automatic Changes

On a light throttle opening the box will change automatically into second gear at about 6 m.p.h., into third at about 12 m.p.h., and into top at about 20 m.p.h. At full throttle these gear changing speeds become about 20, 35 and 66 m.p.h. As the car is allowed to slow down, the gears will be automatically changed down, but at rather lower speeds than for the upward changes for both light and full throttle ranges, so as to avoid unnecessarily frequent gear changes.

Smooth operation is assisted by a regulator valve, the load on which is given by a spring plus oil pressure from the throttle valve. This regulator valve controls the eccentricity of the vane pump casing, so that the output pressure of the pump varies with throttle opening, keeping the operating pressure on the clutches no higher than is just necessary.

While the purely automatic action of the Hydramatic transmission is admirably suited to some road conditions (for example, driving in city traffic), it does not always give the response which a skilled driver may require. For instance, a driver approaching a hairpin bend on a hill in third gear may release the throttle and the box will then automatically change to top, whereas a change to second is required. Such a change may be obtained, it is true, by kick-down action of the throttle, but that may not always meet conditions. With the over-riding manual control, however, the driver is always master of the box. In the conditions mentioned he would change down to second manually.

Control Lever

Beneath the steering wheel is a small lever in a quadrant. In "N" or neutral position the engine can be started, but in any other position a switch at the bottom of the column cuts out the starter. In the 4, 3 or 2 positions the box will function automatically within the ranges 1 to 4, 1 to 3 or 1 to 2 according to the lever position. Normally one starts with the lever at 4, because the power-weight ratio of both the Rolls-Royce and the Bentley makes it seldom necessary to select the 1 to 2 range. There is no manual control of first gear, but whatever the lever position the car will automatically move from rest in first gear and will change up automatically.

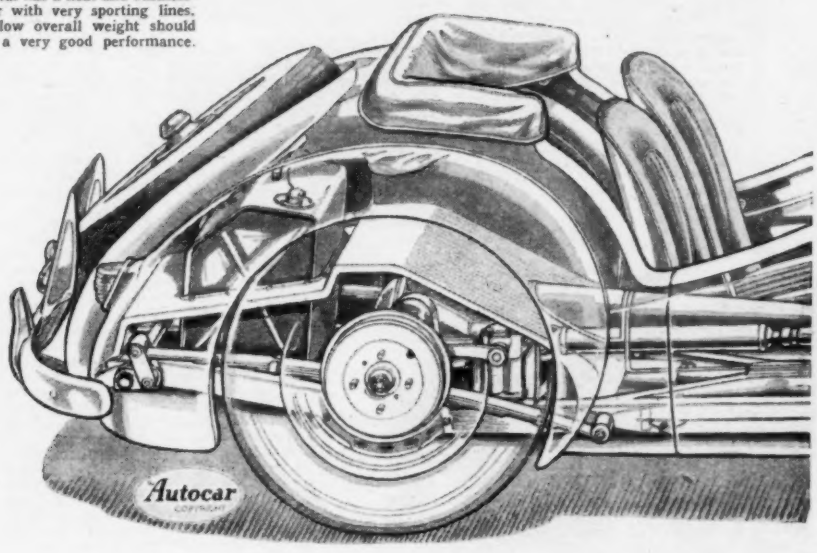
With the lever at 4 it can be flicked from 4 to 3 to give third gear just as the driver wishes, e.g., for rapid acceleration when overtaking on a hill, and just as easily back to 4, the changes being effected smoothly and without shock. Similarly, the driver can change down to second gear and up again when he wishes. Should the road speed be too high for a downward change it will not take place, however, until the road speed drops appropriately. In the same way a kick-down change attempted at too high a road speed will have no effect.

While the lever is at 2, then, no upward change to third gear can take place, so that steep hills can be descended in safety and with confidence. The engine can also be pressed to its maximum in second gear, just as with an ordinary gear box, but this is not the case with third gear, because the box will change automatically to top when the engine reaches its safe limit of r.p.m.

Another useful feature of the transmission is that it provides a transmission lock to give a spragging effect. If the gear lever is moved to the "R" or reverse position and the engine is then switched off, the oil pressure ceases and the spring pressure in the second servo is unopposed and applies its band, so that the output shaft will then be locked. A safety device consisting of a blocker plunger, subject to oil pressure, prevents the lever from being moved into reverse if the forward road speed is more than 10 m.p.h., but that margin is allowed expressly for "rocking" the car out of snow or mud.

A TRIUMPH SPORTS MODEL

This new Triumph sports car has a neat and business-like appearance, together with very sporting lines. The 2-litre engine and low overall weight should result in a model with a very good performance.



NEW CARS DESCRIBED

ONE of the essential requirements that must be fulfilled to produce a satisfactory sports car is a good power-weight ratio. This can be obtained in several ways, but there are two ways of setting about it as far as the power unit is concerned. A small, highly tuned engine can be employed, or a relatively large, touring type of engine can be used, in which case the components will be quite lightly loaded. Although the engine is of perhaps twice the capacity, it may produce only a similar output to that of the highly tuned small engine.

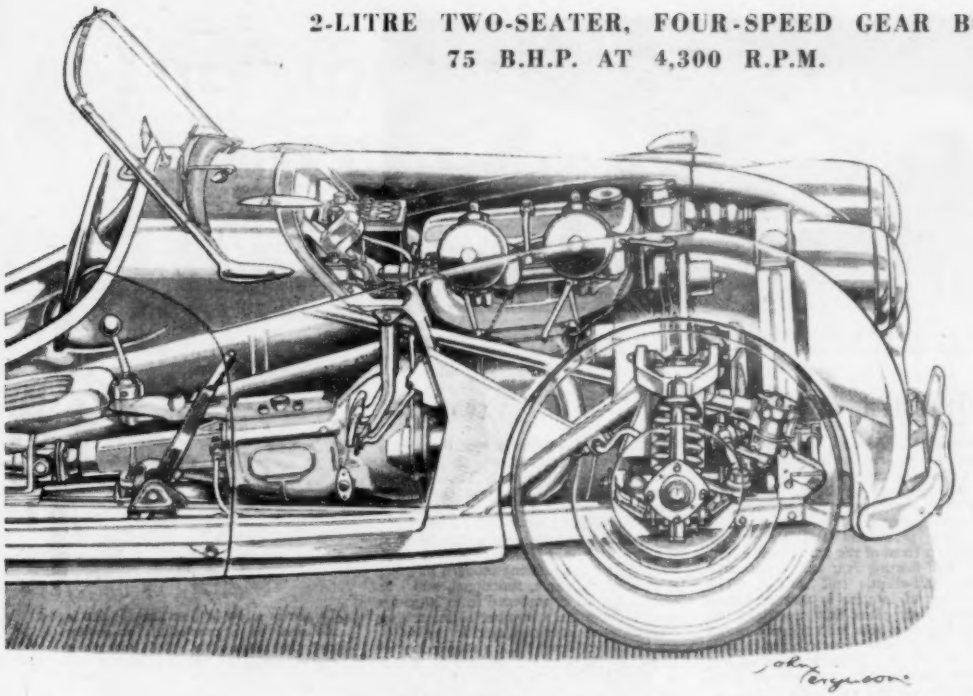
Since the war the Standard Motor company has produced one or two models of the roadster type in the Triumph range, the first of these being the 1800 Triumph, which was later modified to use the 2-litre overhead-valve power unit which is used in both the Standard Vanguard saloon and the Triumph Renown. The latest addition to the Triumph range is a small two-seater sports car, and this is also propelled by a slightly modified form of Triumph engine. Whereas the previous open cars had the accent on interior finish and equipment, the latest model is produced for a different market—one that requires a car with performance, if necessary at the expense of refinement and equipment. This car, then, is designed to provide a medium-sized high-performance sports car at relatively low cost. To keep costs down to an absolute minimum with limited production it is necessary to use, where possible, parts that are common to other models. This is a big advantage.

As the power unit is a modified Triumph Renown engine, well known, it is not proposed to describe it in detail, but chiefly to refer to modifications that have been made to make it more suitable for its new job. First, for competition purposes it is desirable to reduce the engine capacity so that it comes within the 2-litre class; the present Triumph engine is of 2,088 c.c., but the sports engine has a capacity of 1,991 c.c. obtained by a reduction of the cylinder bore diameter, a very



The Triumph sports car has simple but distinctive lines, with the front wing line extending back through the doors to meet the rear wing stoneguard. A sporting look is also emphasized by the cut-away doors.

2-LITRE TWO-SEATER, FOUR-SPEED GEAR BOX, 75 B.H.P. AT 4,300 R.P.M.



simple matter in an engine fitted with detachable wet cylinder liners, as it is necessary only to substitute liners with a smaller bore. The valve gear has been modified and uses a conventional arrangement of two springs per valve held in place by a collar and split collets. As used in previous models the engine uses a form of silent-valve gear whereby only the inner valve spring is connected to the valve by means of a collar and the outer valve spring is held in place by a cap that fits on top of the valve stem but is not attached to it by means of cotters. The camshaft is modified.

Fuel is supplied by twin carburettors on a special manifold, either semi-downdraught or downdraught type. Small circular silencers are fitted to the carburettor intakes. The exhaust system has a four-branch manifold.

To permit a low bonnet height several small modifications have been made to the front end of the engine. The cooling fan is mounted on and directly driven by the crankshaft; this operates in conjunction with a special low-mounted radiator. Consequently, the radiator top tank is not the highest part of the cooling system, and the system is filled through a cap attached to a casting on the engine. In other respects it is standard. With these modifications the engine develops 75 b.h.p at 4,500 r.p.m., running with a compression ratio of 7 to 1.

Power is transmitted by a standard 9in nine-spring dry single-plate clutch to a four-speed gear box. The clutch is operated hydraulically by a compact unit mounted on the scuttle, which contains the master cylinders for both clutch and brake operation. These demand pendant pedals. The standard transmission used on both the Vanguard and the Triumph Renown is a three-speed gear box with synchromesh on all forward gears, but for this sports car the box has been redesigned, and, by providing synchromesh on top, third and second gears only, it has been possible to arrange four forward speeds in a box of a comparable size. Single helical gears produced from E.N.18 steel are used for all speeds fitted with synchromesh, but first and reverse gears are E.N.355. The gear box main shaft is E.N.352. The gear box layshaft runs on needle roller bearings fitted at each end. Gears are selected by a centrally placed remote control gear change lever.

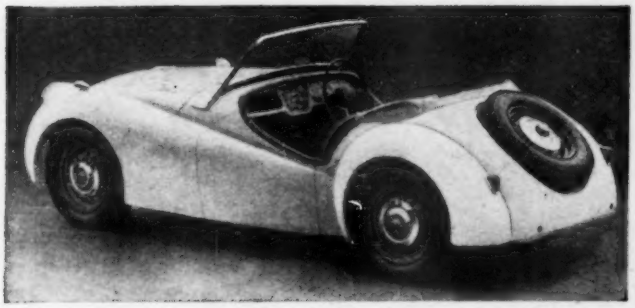
Box Section Frame

A short propeller-shaft transmits power to the semi-floating hypoid rear axle, the casing of which is a very rigid structure and houses the taper roller bearings used to support the pinion. A two-pinion differential is used. Apart from the ratio and the track, the axle is similar to that used on the Triumph Mayflower.

To reduce overall weight as much as possible the vehicle is compact, and the power unit is mounted in a small box section chassis frame. This consists basically of two side members; the box section is formed by welding an angle section to an unequal channel section, in such a way that, apart from the box section so produced, there are also flanges projecting inwards and downwards to increase the depth of the structure and improve stiffness. An unequal cruciform is produced from channel section boxed at the centre. The rear is attached to the main frame side members at the attachment point of the rear spring front anchorage. The centre is drilled to enable the exhaust pipe to pass through it (owing to the low build of the car the transmission line runs above the frame). In front of the cruciform centre section is a small, detachable cross member on which is the rear power unit mounting. Tubular cross members are attached to the extreme front and rear of the frame (the rear one also forms the suspension anchorage points). The main front cross member is set some 10in back from the front of the frame side members, and there are also two built-up structures consisting of welded pressings to form the front suspension attachment points, the spring reaction member and bump stop, and the front engine mounting supports.

These structures are arranged on each side of the main cross member and are braced by a second tubular cross member that is detachable, and additional stiffening is provided by means of a strut attached to the top of the spring abutment and extending back to a point on the side member to form a triangulation. Its attachment point to the side members is where the front cruciform bracing members also join. The intermediate body attachment brackets are carried on short, tubular members, which extend through the frame side members and project through, and are welded to, the cruciform members.

The front suspension is independent by long and short wishbones, and is similar to that used on the Triumph Mayflower, except that stampings are employed for the lower wishbone members. The top wishbones are pressings. A housing for the ball-ended swivel pin is attached to the outer end of the top wishbone, and at the lower end the swivel pin is fitted in a screwed bush that is pivoted on the

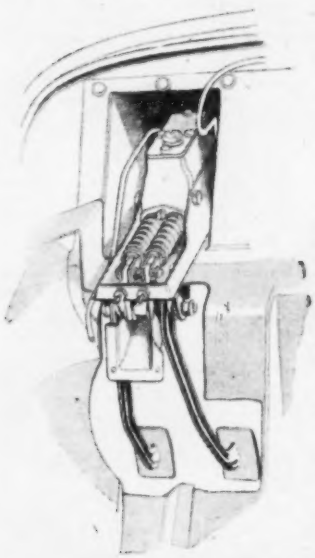


The neat clean lines can be appreciated from this view. The curved windscreen is detachable and mounted on dowels, and there is provision for aero screens.

A TRIUMPH SPORTS MODEL . . . . continued

outer end of the lower wishbone. The movements required for both steering and suspension are catered for by the ball joint on the top wishbone. Both the upper and lower inner wishbone bearings are rubber bushed. The steering has a three-piece track rod and slave lever mounted in front of the wheel centre line.

The half-floating rear axle is mounted on two half-elliptic leaf springs. The springs are of interest in that they contain only four plates but are 2in wide. Spring length is 38in, and the axle centre line is 17¾in from the front anchorage point. The springs themselves are slightly inclined, sloping down towards the front to produce a slight roll under-steer, and the relatively wide spring dimension helps to prevent sideways movement of the axle.



A combined master cylinder unit is attached to the engine bulkhead, and its pendant pedals operate the clutch and the brakes.

Lockheed hydraulically operated brakes are fitted to all four wheels; they are 9in diameter and 1¼in wide. Those at the front are of the two-leading shoe type. They operate in cast iron alloy drums. A centrally mounted fly-off hand brake lever mechanically operates the rear brakes.

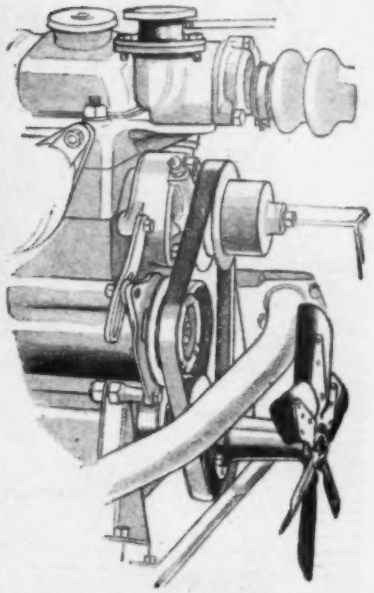
The body is a compact sports two-seater. It has a pleasing modern line, yet is essentially simple, functional, and free from frills. It is produced from 20-gauge steel. There are a number of interesting features: the air is conveyed to the radiator by a duct fitted with a stoneguard at its inner end; a new front end treatment of pleasing appearance. The head lamps are flared into the front of the body, and the front wing line runs right back through the doors, themselves low cut to provide ample arm clearance. Both rear wings are detachable, as also is the front pressing containing the head lamps and air intake, a feature that considerably facilitates servicing. The spare wheel is carried on the rear body panel and the fuel filler cap extends through the carrier, so that the tank is filled through the hub. This arrangement reduces the length of the tank filler pipe and avoids either a bulge or an extra trapdoor in the side.

Luggage Space Provided

With the object of reducing weight to a minimum, no external luggage locker is provided, but there is luggage space behind the passenger seat in the compartment also used for hood stowage. The neatly shaped hood is attached to the windscreen by a row of fasteners, and the screen itself is quickly detachable by undoing four fasteners. It is positioned on dovetails, and provision is also made for the substitution of aero screens.

For the body the accent has been on functional simplicity. The interior, including the facia panel, is trimmed with leather. the tops of the doors are padded with rubber, and there is a passenger grab handle attached to the scuttle—a very desirable feature for any fast car. The individual seats are both provided with adjustment, and on the central tunnel enclosing the gear box there is a cut-away portion, which forms a footrest for the driver's left foot—also very desirable.

The new Triumph is thus a medium-sized high-performance sports car that is functional and should meet the requirements of a very large number of motoring enthusiasts



To permit a low bonnet line the fan is mounted on a crankshaft extension and the radiator is filled through a casting attached to the top of the cylinder head.

SPECIFICATION

Engine.—4 cyl, 83×92 mm (1,991 c.c.). Compression ratio 7.0 to 1. 75 b.h.p. at 4,300 r.p.m. Torque 105 lb ft at 2,300 r.p.m. Three-bearing crankshaft. Inverted "bath-tub" combustion chambers. Side camshaft operating vertical overhead valves by push rods and rockers.

Clutch.—Borg and Beck dry single-plate, 9in diameter, nine-spring; hydraulically operated; carbon thrust withdrawal mechanism.

Gear Box.—Four forward speeds, synchromesh on top, third and second. Overall ratios: Top 3.89; third 5.15; second 7.81; first 13.15; reverse 16.66 to 1. Central remote control lever.

Final Drive.—Hypoid bevel. Ratio 3.89 to 1 (9 : 35). Half-floating axle shafts.

Suspension.—Front, independent by coil springs and wishbones; telescopic dampers. Rear, half-elliptic leaf springs; piston-type dampers and anti-roll bar. Suspension rate (at the wheel), front 82lb per in; rear 90lb per in. Static deflection, front 5.3in; rear 4.25in.

Brakes.—Lockheed hydraulically operated two-leading shoe front; leading and trailing rear. Drums 9in×1¼in front and rear. Total lining area 121 sq in (60.5 sq in front).

Steering.—Worm and sleeve.

Wheels and Tyres.—Dunlop 5.50-15in on 4-stud 4.50-15in perforated steel disc wheels.

Electrical Equipment. — 12-volt, 51 ampère-hour battery. Head lamps, double dip, 48-48 watt bulbs.

Fuel System.—12-gallon tank. Oil capacity 13 pints; by-pass filter.

Main Dimensions.—Wheelbase 7ft 4in. Track, front 3ft 9in; rear 3ft 9½in. Overall length 11ft 9in. Width 4ft 7½in. Height (in running trim with hood erect) 4ft 3in. Ground clearance 6in. Frontal area 15 sq ft approx. Turning circle 32ft. Weight (in running trim with 12 gallons fuel), 15¼cwt (1,708lb).

Price.—£555. With British purchase tax, £864 16s 8d.

The Story of the Vauxhall Petrol Consumption Tests

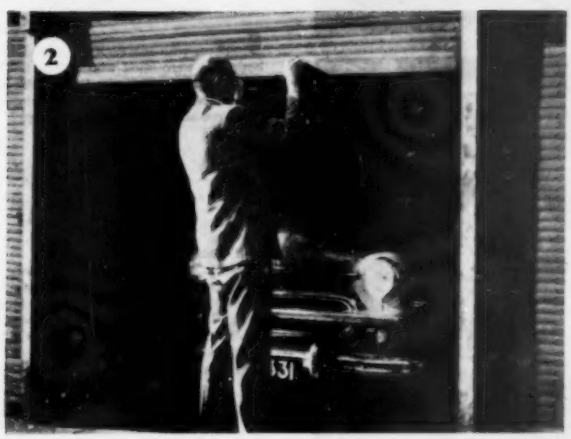
under R·A·C observation

The tests described below were held last month. The object was to demonstrate the petrol consumption of the new Square-engined Vauxhall Wyvern and Velox models *under typical owner-driver conditions.* To ensure a fair proportion of dense traffic, in addition to the normal traffic of busy main roads, the tests started from and finished in central London. Both cars were tested first at an *average* speed of 30 m.p.h. and then at an *average* speed of 40 m.p.h. . . . . not a constant speed of 40 m.p.h. for a short distance but an *average* speed of 40 m.p.h. for the entire distance.



1 On Sept. 1st 1952 the two test cars were selected at random from the Vauxhall assembly line by the Chief Engineer of the Royal Automobile Club.

They were then run-in for 1,000 miles to stabilize engine friction.



2 During the entire running-in period the cars were under the constant observation of R·A·C officials, except at night when they were garaged in lock-up garages rented by the R·A·C. (Even special padlocks were provided by the Club.)

Advertisement of Vauxhall Motors Ltd., Luton, Bedfordshire.

(Continued overleaf)

The Story of the Vauxhall

UNDER R·A·C



3 After the first 500 miles of the running-in period, both cars—Velox and Wyvern—were driven to a Vauxhall dealer for the standard new car check-over. This check-over which is provided free for all owners of new Vauxhalls was carried out strictly to the instruction book under R·A·C observation.



4 At the end of the running-in period, both cars were driven to a Vauxhall dealer for the standard 1,000-mile lubrication service, again under R·A·C observation.



5 Then, with the R·A·C officials looking on, both cars were fitted with special test tanks—the only change from standard specification—to enable petrol used during the tests to be measured accurately to the last drop.

Test Conditions
30 m.p.h. speed limits strictly observed.
No coasting. Engines never switched off.
British Pool Petrol used (68-72 octane rating).
Standard lubricants and tyre pressures as recommended in Vauxhall instruction book.
No additives.
No special tuning or "economy" jets.

Petrol Consumption Tests

OBSERVATION

6 Starting at 8 a.m. on Tuesday Sept. 9th the first tests were carried out from London, Westminster Bridge, to Brighton Royal Pavilion and back at *average speeds of just over 30 m.p.h.* The standard R·A·C route was followed—Westminster Bridge, Lambeth, Brixton, Streatham, Purley, Redhill, Brighton and return.



7 Turning round at the Royal Pavilion, Brighton, the same route was followed on the return journey. A total distance of 104½ miles.



8 The second tests started at 8 a.m. on Wednesday Sept. 10th from London, Hyde Park Corner, to Cromer and back at average speeds of *just over 40 m.p.h.* The route followed was—Hyde Park Corner, Marble Arch, St. John's Wood, Swiss Cottage, Hendon Central, Apex Corner, Hatfield, Stevenage, Baldock, Royston, Newmarket, Thetford, Norwich, Cromer—and return. A total distance of 289 miles.

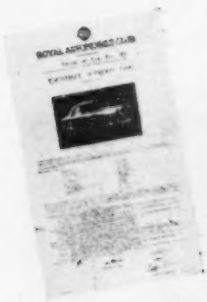
Precisely the same conditions were observed as for the first tests, except that a stop of 2 hours for lunch was made at Cromer. All other stops, on both runs, were included in "running time".



Before you turn the page, would you care to hazard a guess at the petrol consumption figures recorded? Remember that both cars are full 5/6 seaters, and that the tests were made at *average* speeds of 30 m.p.h. and 40 m.p.h. In other words, they were driven at high speeds for long stretches to make up for time lost in traffic.

Advertisement of Vauxhall Motors Ltd., Luton, Bedfordshire.

(Continued overleaf)



The Results of the Vauxhall Petrol Consumption Tests

UNDER R·A·C OBSERVATION



There is not space on this page to reproduce legible facsimiles of the two R·A·C certificates for the Vauxhall Petrol Consumption Tests, but by permission of the R·A·C we reproduce below the complete text of the Velox report, less only the specification details of the car.

Royal Automobile Club Report of Trial No. 795

(Under the code sportif of the F.I.A. and the general competition rules of the R.A.C.) of

Vauxhall Velox Car, September 1952

Entry.—Vauxhall Motors of Luton, Bedfordshire, submitted for trial a Vauxhall Velox car.

Object of Trial.—The object of the trial as declared by the Entrants, was to ascertain the petrol consumption of a standard production car, selected at random from the assembly conveyor and operated under owner-driver conditions, after "running-in" for 1,000 miles under observation.

Selection and Running-in.—The car was selected at random from the assembly conveyor at the Maker's Works by officials of the Royal Automobile Club, and run-in under constant observation for a distance of 1,035 miles before undergoing the Trial. During the course of running-in, the 500 mile and 1,000 mile checks were carried out, exactly as set out in the Maker's "Owners Handbook", by a Vauxhall Dealer, no special preparation, tuning or other attention being required or permitted, and the usual recommended oils only were used in engine, gearbox and rear axle.

Description of Trial.—The Trial consisted of two runs made on successive days, viz.:—

1. *Westminster Bridge, London,* via *Redhill to the Royal Pavilion, Brighton, and return to Westminster Bridge, London, by the same route, a total distance of 104½ miles (168.14 Kms.).*
2. *Hyde Park Corner, London,* via *Hatfield—Baldock—Royston—Newmarket—Thetford—Norwich to Cromer and return to Hyde Park Corner, London, a total distance of 289 miles (465 Kms.).*

Fuel used was British Pool Petrol 70-72 Octane (Motor Method) purchased by The Royal Automobile Club and no upper cylinder lubricant or other additive was used. Tyre pressures were those recommended in the Handbook.

The car was driven in a normal manner and not permitted to coast when descending hills.

The target average speeds of 30 m.p.h. for the London-Brighton test and 40 m.p.h. for the London-Cromer test were set as representing speeds at least as high as the owner-driver would achieve in similar traffic conditions.

The weather was fine on the first day and variable with some rain on the second day.

Ambient temperature varied from 52°F. (11°C.) in early mornings to 62°F. (17°C.) during the days.

Results of Trial.—The tests over the two routes included dense traffic on many sections and therefore necessitated a considerable proportion of high-speed driving in de-restricted areas. The average speeds are inclusive of stops, apart from a timed period of 2 hours 10 minutes, at Cromer on the longer run, for the purpose of taking a meal.

1st Run: London—Brighton and return, distance 104½ miles (168.14 Kms.), average speed 30.81 m.p.h. (49.6 Km. p.h.). Fuel consumption was at the rate of 31.56 m.p.g. (8.95 Litres per 100 Kms.).

2nd run: London—Cromer and return, distance 289 miles (465 Kms.), average speed 40.89 m.p.h. (65.8 Km.p.h.). Fuel consumption was at the rate of 28.68 m.p.g. (9.85 Litres per 100 Kms.).

During the whole of the period from the selection of the car until the completion of the tests, the car was under continual observation or locked up overnight by The Royal Automobile Club.

Test Results

WYVERN			VELOX		
AVERAGE SPEED	TOTAL DISTANCE	FUEL CONSUMPTION	AVERAGE SPEED	TOTAL DISTANCE	FUEL CONSUMPTION
30.51 m.p.h.	104.5 miles	**33.46 m.p.g.**	**30.81 m.p.h.**	104.5 miles	**31.56 m.p.g.**
49.1 Km.p.h.	168.14 Km.	8.44 litres per 100 Km.	49.6 Km.p.h.	168.14 Km.	8.95 litres per 100 Km.
40.2 m.p.h.	289 miles	**29.26 m.p.g.**	**40.89 m.p.h.**	289 miles	**28.68 m.p.g.**
64.7 Km.p.h.	465 Km.	9.65 litres per 100 Km.	65.8 Km.p.h.	465 Km.	9.85 litres per 100 Km.

. . . . . and these figures were achieved on two routes which, in the words of the official R·A·C Certificates, "included dense traffic on many sections and therefore necessitated a considerable proportion of high-speed driving in de-restricted areas".

The new Vauxhall Square Engines give More Power—More M.P.G.—Longer Life. The 4-cylinder 1½ litre Wyvern costs £495 plus £276.10.0 P.T. The 6-cylinder 2½ litre Velox costs £535 plus £298.14.5 P.T.

Advertisement of Vauxhall Motors Ltd., Luton, Bedfordshire.

CAR RADIO

A USEFUL RANGE OF SETS : MODELS FOR BOTH THE HOME AND EXPORT MARKETS

TWO new car radio sets are featured at Earls Court this year. They are the Ekco CR181 F—designed specially to suit a change in facia design in Ford Consul and Zephyr Six saloons—and the H.M.V. Model 4300, introduced for export by S. Smith and Sons (Radiomobile), Ltd. Well-tried car radios like the Motorola and the Delco-Remy-Hyatt Trimatic are again on view; but the number of manufacturers with stands has been whittled down to four this year, compared with five last year. A notable absentee from the London Show this time is Philips Electrical, Ltd.



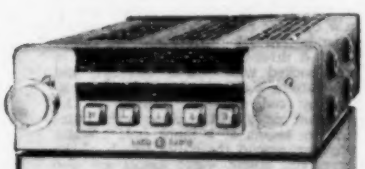
Neat installation : the Delco-Remy-Hyatt Trimatic car radio is here seen fitted to a Sunbeam-Talbot 90. On the left of the three drum dials is the Trimatic tuning control.

E. K. Cole, Ltd. (Ekco), Southend-on-Sea, Essex. 421

AMONG the sets displayed on this stand is the new CR 181 F, introduced to suit the 1953 Ford Consul and Zephyr Six saloons, which have a new instrument cluster embracing the steering column. This set, which is carried on the shelf that runs the full width of the car below the new facia, is a six-valve superhet receiver with press-button and manual tuning.

Further Ekco exhibits include the CR 61 and the CR 117. The CR 61 covers seven short-wave ranges and incorporates bandspread tuning, free tuning, and instantaneous selection. The CR 117 is a six-valve superhet receiver with press-button and manual tuning, and it is shown together with basically similar models that have variations to suit leading current makes of car; there is also a version that will operate up to four loudspeakers.

Ekco car radio aerials (for roof, undercar and side mounting) are on view, and there is a range of speakers specially designed for use in cars.

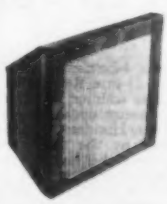


Here is the Ekco CR117 set, a six-valve superhet receiver with press-button and manual tuning.

Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. 417

THIS firm is again exhibiting the Trimatic receiver that was shown at Earls Court last year. The chief feature of this four-valve superhet receiver is its Trimatic tuning control, by which a single control selects any one of three pre-set stations—two on the medium and one on the long waveband. There are three drum dials (calibrated in metres) which give free tuning: the medium waveband is spread over two of the drums, and the long waveband is on the third.

Ease of installation has been studied in the design of this set, and the separate receiver and loudspeaker make for adaptability. The price is £20 9s 6d, plus British purchase tax £9 11s 10d, total £30 1s 4d. The set is available for either 6- or 12-volt circuits, and a conversion of either model can be made by replacing the vibrator and pilot lamp. Chocolate-brown stove enamel is the finish for the receiver case, and the moulded control face is in cream.



The separate 6½in loudspeaker unit for the Delco-Remy-Hyatt Trimatic car radio.

Motorola, World Radio, Ltd., Edgware Road, London, N.W.2. 410

ON this stand can be seen the well-known Motorola car radio (for 6- or 12-volt operation), which is claimed to be the most powerful car set on the market. It is made by the English firm under licence from Motorola Inc., of Chicago. Also shown are aerials, rear speaker kits, and car radio parts and accessories.

The Motorola is a six-valve superhet radio and has a tuned R.F. stage for greater sensitivity. A range of separate speakers is available, all in specially designed anti-resonant housings. There is power enough to operate two or more loudspeakers from one set.

Exterior finish of the set is a hammered-effect silver grey, with a chromium-plated front escutcheon. Compactness is a feature; the dimensions are 7½in wide × 8½in deep × 4½in high.

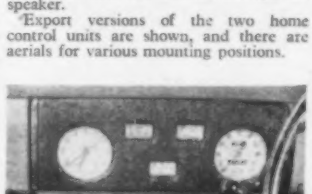
Two models are available, the 491 and the 493. Model 491 has medium and long wavebands (190 to 575 metres and 1,000 to 2,000 metres). Model 493 has the same general specification as Model 491, except that in addition to the medium waveband it has two short wavebands (31 metres and 40 metres). Prices are: Model 491, £24 10s, plus British purchase tax £11 3s 8d, total £35 13s 8d; Model 493, £26 10s, plus British purchase tax £12 2s 5d, total £38 12s 5d.

S. Smith and Sons (Radiomobile), Ltd., 179-185, Great Portland Street, London, W.1. 283

SPECIALLY featured in the complete range of H.M.V. car radio equipment on this stand is the new Model 4300, designed largely for export. It is said to solve the problems of mobile short-wave reception. Used with the B-type amplifier and two loudspeakers, the set has an eight-valve superhet circuit covering three wavebands—1,000 to 2,000 metres, 190 to 570 metres, and 40 to 90 metres; in addition there is bandspread tuning on the 16-, 19-, 25-, and 31-metre bands. There are five push buttons for selection of any five stations.

For the home market there are two basic control units, Models 4100 and 4200, and two amplifiers, types A and B. Both control units cover the medium and long wavebands. Various combinations are possible, the lowest priced of which is the three-push-button Model 4100 with A-type amplifier, giving a five-valve superhet circuit, and reproduction through one speaker.

Export versions of the two home control units are shown, and there are aerials for various mounting positions.



Installation of the Motorola car radio in a Morris.

NEW CARS DESCRIBED



The new Healey Hundred has an extremely pleasing appearance with sleek lines. The short chromium strip just behind the front wheel on each side covers an engine compartment ventilator. Right: a modified form of the familiar Healey radiator grille is used on this model. The windscreen is shown lowered; it is arranged to swing forward from the bottom and downward so that it acts the part of a sloping wind deflector.



THE HEALEY HUNDRED

AUSTIN-POWERED SPORTS CAR WITH OPTIONAL OVERDRIVE

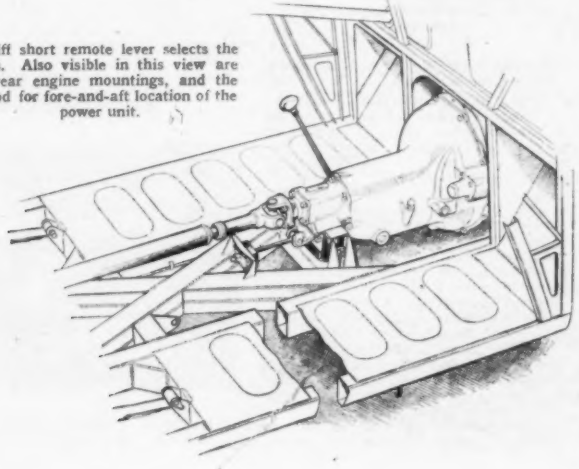
IN a relatively short space of time the products of the Donald Healey Motor Company have built up a reputation for high performance and first-class road manners. Several models have been introduced, and in each case the car has been powered by a proprietary unit of either British or American design. These power units have in some cases been quite large; for example, the Nash engine is just under 4-litre capacity. Of medium size is the 2½-litre Riley unit.

The latest addition to the range is an extremely pretty open two-seater known as the Healey Hundred. This latest model is powered by the well-known Austin A.90 engine, and it has a completely new chassis layout which is both more simple in design and less expensive to produce than the previous models. The car is, in fact, designed with a view to filling a gap that exists in the sports car market, particularly in dollar areas where the would-be purchaser is given little to choose from in the range of cars with a maximum speed of around 100 m.p.h.

The engine is very well known and consequently will not be described in detail. It is of orthodox design with a stiff cylinder block and crankcase which extends well below the crankshaft centre line. A three-bearing crankshaft runs in steel-backed white metal bearings, and this pattern is also employed for the connecting rod big-end bearings. The gudgeon pin is held in place in the little-end by means of a pinch bolt. Water passages extend the entire length of the bore, and ample water spaces are also provided around the ports and cylinder head.

The combustion chamber is of a somewhat unusual shape, and the design of this part of the engine was carried out in collaboration with Weslake and Co., Ltd. Fuel is delivered by twin S.U. carburettors, and, on the Healey, these are fitted with small circular air cleaners. The gear box, also of Austin design, is fitted with a central remote control change mechanism. Also as an optional extra, provision is made for the attachment of a Laycock de Normanville overdrive unit. From the gear box a short propeller-shaft transmits power to the spiral bevel final drive, for which two gear ratios are available. A 3.66 to 1 ratio is used as standard, or, if an overdrive unit is fitted, a 4.125 to 1 ratio is used.

Perhaps the most interesting feature of the chassis is the design of the frame



A stiff short remote lever selects the gears. Also visible in this view are the rear engine mountings, and the tie-rod for fore-and-aft location of the power unit.

structure, and here several requirements have to be fulfilled. First, the structure must be rigid to ensure good handling characteristics; it must also be light in weight, simple to produce, and have sufficient rigidity to enable special coachbuilt bodywork to be fitted if desired, although the standard production body does contribute a certain amount of extra stiffness to the frame.

Basically, the frame structure consists of two straight 3in square box section members placed 17in apart and running the entire length of the frame. A box section cross member is attached some 13in from the front of the frame, and to this, as well as to the side members, the suspension brackets are attached. The centre of the frame is stiffened by a box section cruciform, and at the rear another cross member is attached, also of box section but projecting out from the side members, on both sides, to form anchorage points for the rear springs, which are placed approximately 38½in apart.

Outriggers are also provided for the scuttle mounting attachment points and the front mounting points for the rear leaf springs; the latter are continued through, and are attached to the rear legs of the cruciform. A cross member is also fitted between the front members of the cruciform bracing to support the rear end of the power unit.

Scuttle Stiffness

One design problem associated with open cars is that of scuttle rigidity, as, of course, no stiffness can be provided by windscreen pillars and roof panels, as in a saloon body. With the Healey this problem has been tackled by building the scuttle structure as part of the frame; a built-up bulkhead unit is, in fact, welded to the body mounting supports. It is also stiffened by means of a triangulation formed by attaching from the top of the bulkhead a strut which runs forwards and downwards to the front of the chassis frame. The floor pressings are also attached to the chassis frame, and further stiffness is provided by the body frame members, which are also welded to the main frame structure.

The body shell, which is attached to the body frame, is a composite structure; the main panels are produced from 16-gauge aluminium, whereas the wings and doors are produced from steel. This method is adopted to facilitate servicing in the event of damage, and is particularly suitable for overseas requirements.

Unlike other Healey models, which employ a trailing link system of front suspension and coil springs at the rear, the Healey Hundred suspension is by wishbones and coil springs at the front with suspension dampers arranged to form the upper wishbone unit. Steering is by a Burman steering box and operates in conjunction with a slave lever mounted on the opposite side of the frame and a normal three-piece track rod arrangement. An anti-roll bar is also fitted at the front. Rear suspension is orthodox in that the axle casing tubes are attached by means of U-bolts to the two half-elliptic rear springs. The chassis frame runs underneath the rear axle, and transverse axle location is provided by a Panhard rod. Piston type spring dampers are bolted to the frame side members in front of the rear axle.

The driving compartment is well appointed, but, of course, with this type of car the accent is on performance and utility, and unnecessary frills are avoided. The facia panel is of painted aluminium, and a small plated instrument panel is mounted centrally about the steering column. The instruments include a 120 m.p.h. speedometer, rev counter, fuel gauge and combined oil pressure and water temperature gauge. Individual Dunlopillo seats trimmed with leather are used, and there are large pockets in both doors. All-weather equipment includes a fully disappearing hood which is fitted with a large Vinylite rear window. Partially framed Perspex side screens are dowelled to the tops of the doors, and there is a signalling flap in the corner of the hood. Luggage accommodation is provided by an external locker, which also contains the spare wheel and the fuel filler.

SPECIFICATION

Engine.—4 cyl, 87.3 × 111.1 mm (2,662 c.c.). Compression ratio 7.5 to 1. 90 b.h.p. at 4,000 r.p.m. Torque 144 lb ft at 2,000 r.p.m. Three-bearing crankshaft. Heart-shaped combustion chambers. Side camshaft, operating vertical overhead valves by push rods and rockers.

Clutch.—Borg and Beck dry single-plate, 10in diameter; six-spring. Carbon thrust withdrawal mechanism.

Gear Box.—4 forward speeds with synchromesh on top, third and second. Overall ratios: top 3.62, third 5.2, second 8.25, first 13.2, reverse 18.26 to 1. Overall ratios with overdrive fitted; top 3.12, fourth 4.125, third 5.83, second 9.28, first 14.83, reverse 20.5 to 1. Central remote control lever.

Final Drive.—Spiral bevel. Ratio 3.67 to 1 (9 : 33); or, with overdrive, 4.125 to 1 (8 : 33).

Suspension.—Front, independent by coil springs and wishbones. Piston-type dampers and anti-roll bar. Rear, half-elliptic leaf springs. Piston-type dampers and Panhard rod. Suspension rate (at the wheel), front 75 lb per in; rear 92 lb per in. Static deflection, front 6½in; rear 5½in.

Brakes.—Girling hydraulically operated two-leading shoe front, leading and trailing rear. Drums 10 × 1¾in front and rear. Total lining area 135 sq in (70 sq in front).

Wheels and Tyres.—5.50—16in on 4-stud perforated steel disc wheels.

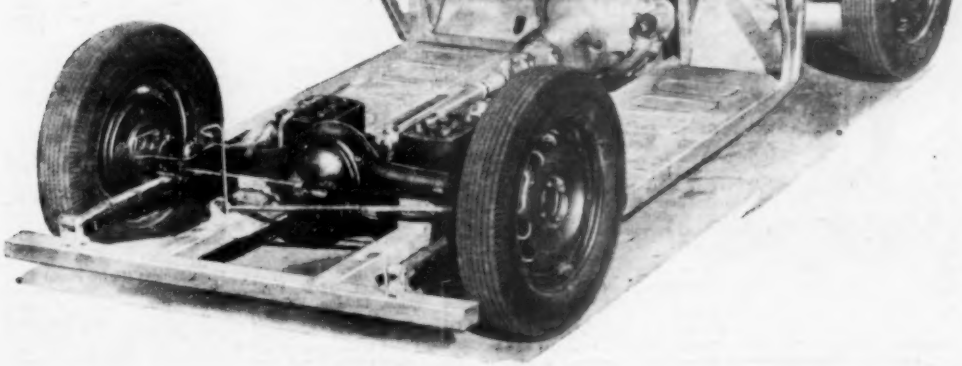
Electrical Equipment.—12-volt 63 ampère-hour battery. Head lamps double dip, 48-48 watt bulbs.

Fuel System.—10½-gallon tank. Oil capacity 13 pints.

Main Dimensions.—Wheelbase 7ft 6in. Track, front 4ft 0¾in, rear 4ft 1¼in. Overall length 12ft 2in. Width 5 ft. Height (in running trim with hood erect), 4ft 1in. Ground clearance 7in. Frontal area 16.7 sq ft approx. (hood up). Turning circle 30ft. Weight (in running trim with 5 gallons fuel), 17½cwt (1,960lb).

Price.—£850. With British purchase tax, £1,323 14s 5d.

This view shows the chassis in a partly completed form. Note the rigid bulkhead and scuttle structure welded to the main chassis frame. Twin six-volt batteries are mounted on each side of the frame just in front of the rear axle.

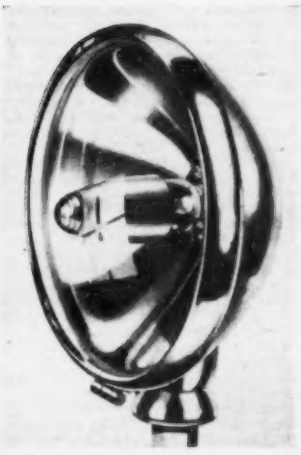


Accessories at the Show

MANY NEW GADGETS and COMPONENTS

THIS year the accessory stands at the London Show have a greater than ever variety. There is a very real spirit of competition among exhibitors, for both the home and the overseas markets, and there has been restyling of many well known products to make them more attractive. Chromium plating is undoubtedly improving in quality, and its extensive use as a finish for accessories makes the galleries perhaps the most glittering and dazzling of all the world's bazaars. There are many completely new things, such as framed radiator blinds to occupy the spacious and empty "bird cage" that lies behind the grille of the modern car. Among the new components, pride of place is perhaps taken by the disc brakes, which are shown by two makers.

The following review of the exhibits is a complete one, and the reviewers have been at pains to point out all new and unfamiliar things of interest to the visitor, so that before his visit he may note down what he must see. The galleries are so extensive that a persistent but guideless pedestrian is bound to miss what would particularly interest him. The review is, it must be confessed, inevitably hard on the eyes; but it may well save those most highly stressed of all Show components, the visitor's feet.



It has been announced that the powerful Lucas SLR700S (or "flame-thrower," as it is nick-named) is to be released on the home market.

AC-Sphinx Spark Plug Co., Watling Street, Dunstable, Bedfordshire. (217)

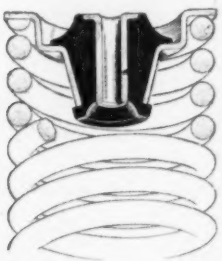
Besides the vast variety of sparking plugs called for by different engines there are shown air cleaners (including heavy-duty oil-bath units), cartridge oil filters, instruments (including oil gauges and complete facia panels), and the new kind of mechanical fuel pump that incorporates a vacuum pump for suction-operated windscreen wipers. Other interesting items are thermostats, and pressure-retaining caps for radiators of cars used at high altitudes.

Alford and Alder (Engineers) Ltd., Deacon Street, London, S.E.17. (267)

Here are shown independent front suspension assemblies, tie rod assemblies, brake drums and hubs.

Amal, Ltd., 42, Hertford Street, London, W.1. (228)

On this stand is the simple but highly efficient Amal carburettor that is used in multi-carburettor applications on many racing and sports-racing cars. Amal also make bonnet fasteners, ball and roller joints, wire cable controls, fuel pumps, flame traps, filters, jet calibrators, and flow meters for petrol consumption bench tests.



A rubber spring insulator, the Silentbloc Frustacon

André (Components), Ltd., 38, Felsham Road, Putney, London, S.W.15 (224)

The post-war oil-immersed friction damper, made as a substitute for hydraulic dampers, has become established as a favourite with the owners of older cars whose suspension requires a definite control over a short travel of the spring. There is also a Telecontrol version which makes possible adjustment of setting from a facia control, while the car is in motion. Steering shimmy dampers and dry friction suspension dampers of the scissors type are shown. There is a variety of adaptor plates which enables the dampers to be fitted to almost any type of car.

Harold Andrews Grinding Co., Ltd., Bristol Road, Birmingham, 29. (304)

Spun centrifugal castings exhibited on this stand include a range of Hagco cylinder liners in fine grain, corrosion-resisting materials.

George Angus and Co., Ltd., Angus House, Newcastle-on-Tyne, 1. (385)

The oil seals which are shown here have hair-line contact so that they will bed in rapidly, and are applied to high-speed shafts. Packings and jointings are also shown.

Anti-Attrition Metal Co., Ltd., 56, Victoria Street, London, S.W.1. (424)

This company specializes in bearing metals for engines of all kinds.

Armstrong's Patents Co., Ltd., Eastgate, Beverley, Yorkshire. (230)

Since many owners of older cars will be seeing the Show, particular interest attaches to the conversion sets that are shown here for bringing the older damping systems up to date. There is also a sectioned working model of the damping of an i.f.s. system, and there are various demonstrations of telescopic and lever dampers and their linkages.

Autocar Electrical Equipment Co., Ltd., 32-34, Albert Embankment, London, S.E.11. (334)

A new exhibit here is a self-contained auxiliary battery system for certain starting in winter, when the main battery is too drained by the starter. American spares and equipment, sealed beam lamps, and so on, are in force. They include Holley and Carter carburettors. Other ranges of accessories are the French Autoroche lamps, Scintex electrical devices, and a very complete collection of the lamps, traffic indicators, mirrors and other equipment of Sabel. Many of the things shown here are new and unfamiliar to British motorists.

Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire. (379)

The principal exhibit here is the Purolator Micronic engine oil filter, which has a cartridge of plastic impregnated paper, making a total filtering area of as much as 500 sq in available in a car filter.

Bambergers, Ltd., 27-28, Finsbury Square, London, E.C.2. (291)

A great deal of hardwood, plywood and wall board is still used in the construction of cars, and these timber merchants show a selection of their wares.

Barnacle, Ltd., Bensham Lane, W. Croydon, Surrey. (388)

This firm was until recently E. W. Puckert, Ltd., and has changed its name to Barnacle, Ltd., bringing in the trade mark of its many suction cup fitted accessories. The range includes mirrors, vizors, licence holders for both flat and curved screens, parking lamps and universal lamps. There is an electric cigarette lighter in ivory or brown plastic. A wide choice of finishes is afforded with Barnacle accessories—chromium plating, plastics and hammered enamels in various colours.

Beans Industries, Ltd., Hurst Lane, Tipton, Staffordshire. (425)

The products of this company are castings and machined components used by engine and chassis manufacturers.

G. Beaton and Son, Ltd., Beatonson House, Victoria Road, London, N W.10. (241)

Here are windscreens, louvres, ventilators, balance unit window winders, seat hinges, metal framed windows, and other car and caravan body fittings.

Bendix, Ltd., King's Road, Tyseley, Birmingham, 11. (286)

Bendix show lined replacement brake shoes, kits of replacement parts in cartons, and brake actuating cables, including hand-brake cables.

Walt. Bennet (Spare Parts) Ltd., Bradnor Road, Wythenshawe, Manchester. (284)

Suppliers of the spare parts and components of a variety of firms, this firm have a wide selection of the items they handle.

Benton and Stone, Ltd., Aston Brook Street, Birmingham, 6. (244)

The products of this company are fuel and oil pipes, and their fittings, grease guns and nipples, filler caps, glass bowl fuel filters, oil cans, and sprayers for paraffin used in cleaning engines and parts. Control rod assemblies for carburettors and distributors are also shown, and although these are mostly to manufacturers' requirements standard units are available, and one is an adjustable telescopic model for universal use.

T. M. Birkett and Sons, Ltd., Thomas Street, Hanley, Stoke-on-Trent. (56)

Castings of all the non-ferrous metals and alloys used in engines and chassis are the speciality of this manufacturer.

Birmingham Aluminium Casting (1903) Co., Ltd., Dartmouth Road, Smethwick, 40, Staffordshire. (327)

The light alloy castings shown, produced by various processes, are of aluminium, zinc alloys, Elektron magnesium alloy, and Birmabright, which is corrosion-resisting and is widely used for water pumps and radiator parts.

Bluemel Bros., Ltd., Wolston, Nr. Coventry. (253)

The principal exhibit here is the telescopic steering wheel that is fitted to a number of British cars and enables steering-wheel adjustment to keep step with fore-and-aft adjustment of the driving seat. Another Bluemel steering-wheel feature is a serrated insert in the boss—an arrangement that enables changes of radial mounting to be easily made, so that the spokes can be moved if they obstruct the view of instruments on the facia. A variety of number plates is also shown.

Borg and Beck Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire. (365)

One of the most important and interesting developments to be seen at the Show is the Manumatic transmission control, on this stand. The combination of a centrifugal clutch and a vacuum servo, with a mechanical linkage to the throttle, enables gear changes to be made, on a car with this equipment, by movement of the gear lever alone. Both clutch actuation and engine speed are taken care of automatically. This exhibit is a "must" for the technically minded motorist. Normal clutch operation, for various occasions, is provided.

Bound Brook Bearings, Ltd., Trent Valley Trading Estate, Trent Valley Road, Lichfield, Staffordshire. (274)

This display consists of oil-retaining bearings made of powdered metal, and porous metal filters. It is interesting to note porous iron valve guides, in view of the poor share of lubrication that valve guides normally receive in an i.c. engine. The porosity of such components can be closely controlled in manufacture.

Bowden (Engineers), Ltd., Victoria Road, London, N.W.10. (221)

Bowden specialize in brake cable, and in the wire and conduit controls that are so widely used on the modern car, together with all the yokes, levers and other ancillaries of cables used in Bowden mechanisms.

Bowmaker, Ltd., Bowmaker House, Lansdowne, Bournemouth. (86)

This is a firm of industrial financiers and bankers, with many branches.



The Ace Silver Peak number plate with silver digits (Cornercroft).

Boyriven, Ltd., 52-56, Torrington Place, London, W.C.1. (314)

Boyriven supply all the fabrics, innumerable bits and pieces, and hardware fittings, that are required by the body-builder. In carpets alone there is a range of pile, hair or mohair, and sheepskin. The hardware includes all kinds of handles, locks, and window lifts.

Brake Linings, Ltd., Bridge Street, Buxton, Derbyshire. (362)

Like other manufacturers of friction material, this firm has many moulded linings for use where extreme wear resistance or anti-fading properties are needed. They include rigid moulded brake segments, finished to be an accurate fit to the shoes. Many Duron linings are sent out as boxed sets, complete with rivets.

Bramber Engineering Co., Ltd., Springbok Works, Waterloo Road, London, N.W.2. (294)

Besides normal coil and laminated-steel road springs, there is an application of rubber to suspension. It is the independent suspension for caravans, incorporating Spencer Moulton Flexitor units.

Bricovmo, Ltd., Brico Works, Holbrook Lane, Coventry. (349)

Among the complete ranges of Covmo and Brico pistons, cylinder liners, compression oil-control rings, and valve seat inserts, particular interest attaches to a de luxe piston for replacement work on popular cars. It has chromium-plated top rings and a graphite-impregnated finish, two features that greatly assist during the running-in period and do undoubtedly prolong bore life. Chromium-plated top rings are also shown separately.

Brifex, Ltd., Ashtead, Surrey. (387)

There are two main types of leathercloth, that coated with nitro-cellulose, and that which has a plastic p.v.c. coating. Both kinds are shown in a variety of colours and in a great variety of grains, in rolls of 50in and 60in widths.

British Belting and Asbestos, Ltd., Scandinavia Mills, Cleckheaton, Yorkshire. (262)

Besides all kinds of brake lining, the many other applications of friction materials are shown here, in the forms of crankshaft dampers, steering dampers, body packing, brake silencer bands, epicyclic gear bands, and body packings. There are also two interesting instruments — the decelerometers used for brake testing, and the Pressometers that record pedal pressures.

British Bundy Tubing Co., Ltd., 75, Grosvenor Street, London, W.1. (3)

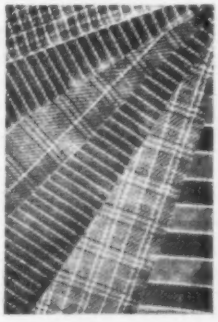
The makers of Bundy tubing show the principal features of its manufacture, with specimens of completely fabricated hydraulic brake lines and petrol and oil pipes.

British Jaeger Instruments, Ltd., Cricklewood Works, London, N.W.2. (258)

Every kind of facia instrument is displayed on this stand, and the chronometric movement of speedometers and revolution indicators is illustrated by a large-scale working model. Many people will note the clean and restrained styling that seems to be coming into favour for modern instruments.



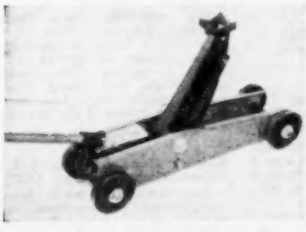
A combined rev counter and clock in plain styling (British Jaeger).



Somic plastic weave seat coverings include striped versions.

British Indestructo Glass, Ltd., 27-29, Park Royal Road, Willesden, London, N.W.10. (92)

Both curved toughened windscreens and laminated safety glass are shown. The laminated glass has interlayers of vinyl, a plastic that is extremely resistant to discoloration.



The Lindford Handi-Jack, a small version of a garage jack, is shown in the accessories section of the galleries by Brown Brothers.

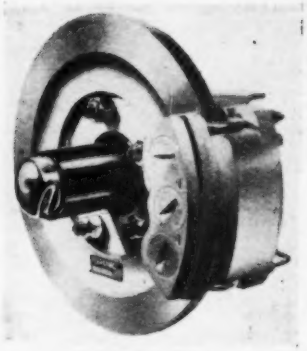


David Brown show a four-speed gear box with all the latest developments.



An AC horizontal air cleaner and silencer, which is used when head room over an engine is limited.

Accessories at the Show: continued



Girling introduce their version of the disc brake, one of the most important component exhibits.

British Light Steel Pressings, Ltd., Warple Way, Acton, London, W.3. (420)

The main exhibit is the complete front end of a Humber Snipe, with its panelling, all finished in burnished steel. Other press work is also shown.

British Piston Ring Co., Ltd., Holbrook Lane, Coventry. (374)

The display on this stand includes pistons, piston rings, cylinder liners and short cylinder inserts, valve guides and seat inserts, tappets, and various ferrous and light alloy components.

British School of Motoring, Ltd., 21, Harrington Road, London, S.W.7. (58)

The British School of Motoring, under whose auspices so many "L" drivers start their career, devotes its stand to the scientific training of new drivers. There is a machine reproducing the driving seat and controls of a car, with which the reaction time in emergency of a visitor can be tested. The "driver" must apply the brake when a red light in the facia comes on.

British Wagon Co., Ltd., 13, Grosvenor Crescent, London, S.W.1. (76)

Hire purchase finance of cars for motor dealers is dealt with on this stand.

Broadfields Garage and Engineering Co., Ltd., Standard House, Cockfosters, Hertfordshire. (270)

A new car polish of French origin, called Imperial, is introduced at the Show. It is of the type that cleans as it polishes, and it is claimed to be resistant to rain spotting. There is also a "haze remover" for dulled finishes. Two new materials are used for the Perfit seat covers exhibited—checks and plaids—and among the five materials used are inexpensive wool Bedford cord covers.

Brown Bayley Steels, Ltd., Leeds Road, Sheffield, 9. (322)

This stand is devoted to stainless steel sheets and strip, and various forgings.

Brown Brothers, Ltd., 22-34, Great Eastern Street, London, E.C.2. (254)

Brown Brothers are factors and do not sell direct to the public. They show their own Duco finishes; batteries; lamps; mirrors; tyre pumps; engine and chassis components; and the products of a great number of accessory and component makers. There is a new upholstery paint which has been recently introduced.

David Brown and Sons (Huddersfield), Ltd., Meltham, Yorks. (246)

Most motorists are more familiar with the workings of an engine than a gear box. There is a gear box of advanced design here, which makes an interesting study. It has five speeds, an offset layshaft, baulk ring synchromesh, its own gear-type oil pump, and a ribbed light alloy casing. Top gear is an overdrive, operated by the normal gear lever.

Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 10. (408)

Among the fog, driving and head lamps shown is the Fogbeta, the fog lamp which gives a narrow and extremely powerful pencil beam. There is a very well-made spot light, and there are also tail lamps with two tail lamp bulbs in parallel, so that should one bulb fail, the other carries on.

Camef Accumulators, Ltd., 61, Church Road, Gatley, Cheshire. (444)

The batteries on this stand have the name of Duralife, and a full range of batteries with a high output for the demands of the starter motor is exhibited.

Cape Asbestos Co., Ltd., 114-116, Park Street, London, W.1. (394)

There is on this stand a selection of car brakes which incorporate Capasco fade-resistant moulded linings. Among other applications of friction materials of interest are shock absorber discs, carburettor heat-insulating washers, and pads for the disc brakes that are currently one of the most interesting car design trends.

Car and General Insurance Corporation, Ltd., 83, Pall Mall, London, S.W.1. (79)

This insurance stand is staffed with persons who can answer motorists' questions and problems with regard to car insurance.

William E. Cary, Ltd., Red Bank, Manchester, 4. (347)

Here are shown leaf and coil suspension springs and stabilizer bearings, all as used on current British cars.

C.A.V., Ltd., Warple Way, Acton, London, W.3. (249)

The C.A.V. stand is this year again devoted to fuel injection and to electrical equipment for marine diesels. Diesels and nickel alkaline batteries (another exhibit) are two things which always interest the motorist but which have not yet come into use in cars.

Ceag, Ltd. (Lumax Bulb Dept.), Queen's Road, Barnsley. (280)

The special feature claimed for the Ceag lamp bulbs which are here displayed is their resistance to shock and vibration when they are installed in cars.



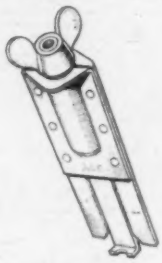
Among Champion plugs is this long-reach model.

Champion Sparking Plug Co., Ltd., Feltham, Middlesex. (355)

Besides sparking plugs recommended for a variety of different engines, there are shown here a useful waterproof plug cover, a plug cleaning and testing unit, and a gap adjusting tool.

A. W. Chapman, Ltd., Ranelagh Gardens, Fulham, London, S.W.6. (305)

Besides sliding mechanisms for seats, A. W. Chapman also show Leveroll mechanisms for adjusting the slope of the squab. There is an interesting seat mounting which has a pre-selector catch, which saves resetting the seat position after the seat has been moved for entry



Cornercroft's little gadget for removing hub plates without scarring them.

and exit in certain cars. Another adjustment provides variable height for seats. The Leveroll mechanisms make wide use of roller bearings to obtain effortless operation.

Chloride Batteries, Ltd., 6-10, Whitfield Street, London, W.1. (371)

The Exide batteries shown here are heavy duty ones which carry a guarantee for a long period and are used by motorists whose cars, either because they are difficult to start, or because their normal service includes a lot of short local runs, need a tough and enduring battery. On the stand are demonstrated the technical features which give the batteries their good qualities, and a display of the special baffle vent plugs which are used.

Chorley Precision Engineering, Ltd., Avenue Works, Chorley, Lancashire. (428)

The speciality of this company is replacement track rod and drag link ends for British, American and Continental cars.

William Clark (Spare Parts) Ltd., Nobby Works, Hedley Road, St. Albans, Hertfordshire. (431)

Under the name of Nobby this firm distributes plain and flexible pipes, petrol pump parts, mirrors, lamps and indicators and battery accessories, also replacement parts and components, especially those for American vehicles. New products are a range of steering gear nuts, braided flexible fuel lines, a parking light time switch, and fuel pump diaphragm spares kits. The time switch is a version of the Venner switch.

Clayton Dewandre Co., Ltd., Titanic Works, Lincoln. (427)

Here the exhibits are in three main groups: vacuum servos for car brakes, of the kind fitted to Daimlers, and servos for caravan brakes; interior heaters for cars with both pump and thermo-syphon cooling systems; and finger-tip controls for disabled drivers. Now that hydraulic

systems are sometimes used for clutch and throttle actuation as well as for brakes, a new set of such hydraulic controls for the disabled has been ingeniously worked out.

Clyde Alloy Steel Co., Ltd., Craigneuk Works, Flemington, Motherwell, Scotland. (406)

High-grade steels for specialized applications in the motor industry are the subject of this display, made up of forgings and machined parts.

C.M.I. Products, Ltd., 8, New College Parade, Finchley Road, London, N.W.3. (328)

Here are air pressure-operated vacuum cleaners; and a new exhibit is a most formidable screwdriver for doing up screws very tightly, or for frightening obstinate screws that will not undo. It incorporates a small flywheel which imparts a sudden twist at the moment when a sudden endwise pressure comes on. It is a tool that would be a little expensive, and drastic, for the private motorist, but very interesting.

Commercial Ignition Co., Ltd., Great West Road, Brentford, Middlesex. (389)

There is a new component here, the Speed Coil, a robust model giving an extra high tension spark. It makes an attempt to rival the good features of a magneto, with a spark whose efficiency is maintained into the higher speed ranges, and with effective heat dispersal from the windings. There are also lighting and ignition spares for British and American vehicles, magneto components, and electric motors and relays for push-button-operated windows and hoods.



Desmo have new framed interior mirrors with telescopic mountings.

Connolly Bros. (Curriers) Ltd., 39-43, Chalton Street, London, N.W.1. (252)

To their beautiful upholstery leathers Connolly have this year added complementary and matching p.v.c. coated leathercloths, developed jointly with Dunlop under the name of Dulon. This constitutes a recognition of the fact that leather and synthetic leather are equally valuable in the modern quality car, each having its own properties and part to play

Cooper and Co. (Birmingham), Ltd., Barleyfield Site, Brynmawr, Breconshire. (321)

As specialists in working with felt, Coopers make washers for various applications to car engines and chassis, and also gaskets. A great variety of felt polishing mops for use on electric tools is also shown.

Cooper's Mechanical Joints, Ltd., 14, Liverpool Road, Trading Estate, Slough, Buckinghamshire. (335)

Gaskets these days use a wide range of materials. There are copper-asbestos, steel-asbestos, vegetable fibre, papers, folded copper, leather and other materials in the display of this firm, which, however, supplies only manufacturers.

Cords Piston Ring Co., Ltd., 906, Harrow Road, London, N.W.10. (277)

Besides their dished segment piston rings which exert upwards and downwards pressure in piston grooves and are extremely effective in retaining compression in both new and in worn engines, Cords have the Fitsall and Camatic piston expanders which remove play on both split and solid skirt pistons. The company recently produced the new oil control vented ring as an alternative to the dished Cord rings.

Cornercroft, Ltd., Ace Works, Coventry. (261)

This stand displays Ace chromium plated Rimbellishers and various wheel discs that include the ventilating Turbo Disc introduced last year. It is now available for several British models and has a new electrolytically polished finish. There are number and G.B. plates of several kinds, including the Silver Peak, which has silver anodized characters.

County Electrical Services, Ltd., 151, Merton Road, London, S.W.18. (360)

This firm is a supplier of electrical parts and equipment to the motor trade and displays Lucas, Delco-Remy, S.U., Autolite, Champion, Lodge, K.L.G. and AC spares. A feature is made of factory-reconditioned exchange units.

Cox and Co. (R. W.), Ltd., Delancey Street, Camden Town, London, N.W.1. (392)

Cox and Co. are factors supplying the motor trade with Lucas, C.A.V., S.U., A.C., Delco-Remy, Ferodo, World Radio and other proprietary products.

Cox and Co. (Watford) Ltd., Watford By-pass, Watford, Hertfordshire. (403)

Opening windscreens and their operating gear, tubular seats and other bodywork fittings are exhibited.

Cresswell's Asbestos Co., Ltd., Wellington Mills, Bradford, Yorkshire. (337)

Among the variations of Chekko brake liners are hydraulically moulded ones which have special non-fade characteristics, and are used by several car manufacturers. The firm holds an agency for Girling and Bendix replacement shoes, which are also on view.

Dartmouth Auto Castings, Ltd., Dartmouth Road, Smethwick, 40, Staffordshire. (380)

The exhibits here are engine castings such as manifolds, flywheels, gear box casings and water pump bodies, which are made in high tensile iron with good machining properties.

Delaney Gallay, Ltd., Vulcan Works, Edgware Road, London, N.W.2. (232)

Delaney Gallay make radiators and oil coolers, and they have also a complete range of car interior heaters which commend themselves by their finish and handsome appearance. The heaters range from the simplest type, taking warm air from the engine cooling system, to quite elaborate heating, ventilating and demisting plants. The last named, of course, are most suitable as initial equipment in a car, but many of the heaters are easily fitted to a car with no provision for the purpose. Press work and sheet metal are also products of Delaney Gallay.

Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. (417)

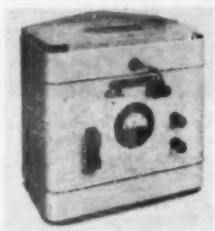
A new product here is an oil-immersed ignition coil of very robust build. It is designed to maintain its voltage output into the higher speed ranges, where normal coils tend to taper off, and is first dehydrated, then oil immersed. It might be described as a heavy-duty trouble-free coil for ordinary cars rather than a coil specifically for sports cars. Other D.R.H. products shown are the Trimatic car radio, an interior heater, ball and roller bearings, and ignition parts of all kinds.



Delco-Remy introduce a new long-life coil, dehydrated and oil filled.

Desmo, Ltd., Scholefield Street, Birmingham, 7. (378)

There are some new items in the big range of Desmo accessories. One is a garage door retainer, so that those awkward doors stay steady instead of slamming against the emerging car. Another is a small flag staff for Coronation year. It has been designed to serve a dual purpose, for, when the great occasion is over, a cherry knob can be fitted to the top and the staff becomes a width indicator. It clamps to the edge of the wing without drilled holes. The Desmo range includes anti-freeze, bulb horns, switches, pumps, fire extinguishers, tyre gauges, vizors, heaters, folding chairs for picnics, and a very great variety of mirrors and lamps—whose good plating is praiseworthy. Two of the mirrors, interior patterns that are framed and have special angular adjustment, are new this year.



A powerful home battery-charger, the Edison Swan Tungar.

Docker Bros., Rotton Park Street, Birmingham, 18. (238)

Synthetic quick-drying finishes for coachwork are the speciality of this company and are shown in considerable variety.

A. Donley and Co., Ltd., Empress Street, Old Trafford, Manchester, 16 (399)

Bulbs for car lighting are shown, including bulbs for pre-focused head lamps. They are sold under the name of Radvant.

Dover, Ltd., St. James's Park Road, Northampton. (219)

The special features of Dover steering wheels, which are made in both two- and three-spoke models, are the "non-flam" plastic covering used for the rim and the stainless steel rod arms, which are cast into the boss. There is a special thin-rim steering wheel for ladies with small hands. Handles and handrails of all kinds are another speciality of the company.

Accessories at the Show . . . . . continued

Dualloys, Ltd., Boden Works, Chard, Somerset. (276)

Besides plain copper-lead, lead-bronze and white metal bearings, Dualloys make sintered bearings and components, that is, components made by fusing powdered metal. Porosity is left, so that oil is held. Methods of manufacture are demonstrated.

Alexander Duckham and Co., Ltd., Kensington High Street, London, W.14. (344)

The new Duckham Q5500 engine oil, which has an advanced specification and has aroused a great deal of interest since its introduction, is exhibited among the other lubricants on this stand. A sound film in colour dealing with lubrication is being shown.



Exide's patent vent plug and filler for their Double Life batteries.

Earle, Bourne and Co., Ltd., 20-23, Lincolns Inn Fields, London, W.C.2. (369)

This company supplies non-ferrous strip and sheet metal to manufacturers, for use in such components as radiator blocks, instruments, and hydraulic fuel and oil pipes.

Edison Swan Electric Co., Ltd., 155, Charing Cross Road, London, W.C.2. (430)

Here the Edison Swan products are linked into one display. A battery charger is connected to a battery, from which the makers' own cables convey current to various circuits terminating in Ediswan lamp bulbs. The battery charger is a powerful 5-amp model, and the batteries, which are made under the name of Ediswan Extra-Life, are in the heavy-duty group, with a two-year guarantee.

Edmunds, Walker and Co., Ltd., The Broadway, West Hendon, London, N.W.9. (366)

This firm shows many of the proprietary products that they handle, in the form of Lockheed spares; Timken, Hoffman, and Ransom and Marles ball and roller bearings; Hardy Spicer joints; Ferodo, Brycovmo, and Hepolite products; and very many others.

Bernard J. Ellis, Ltd., Apollo Polish Works, Epsom Road, London, E.10. (10)

This stand is devoted to Apollo liquid polish, in which the aim has been to combine a cleaner and a polish, without using abrasives and paint solvents, and without a tendency to smear when used in the open, in sunshine. It is used by several car manufacturers for the final preparation of cars. In some foreign countries the same polish is made, being sold under the name Hepta.

E.N.V. Engineering Co., Ltd., 4-5, Hythe Road, London, N.W.10. (376)

As gear manufacturers, E.N.V. show hypoid and spiral bevel differential assemblies and camshafts.

Eversure Accessories, Ltd., Kingston Road, Small Heath, Birmingham 9. (313)

The range of Eversure mirrors and lamps is a very considerable one. Of particular interest is a new spot light which throws a beam 500ft. is made of brass, and is heavily chromium plated. Another model is a fog lamp which has clear glass and a clear bulb, but a golden reflector; it is a very handsome lamp. There are pillar mountings, chromium plated on brass, which suit not only Eversure lamps, but a great number of lamps by other manufacturers. They are considerably more handsome than iron straps. Among the mirrors is a shallow but extremely wide panoramic interior mirror, which enables full advantage to be taken of the modern full-width window. Jacks, bulb horns, replacement running boards for popular cars, and a new roof rack with self-aligned fittings, adjustable legs and straight cross members are other things of interest to the motorist.

Ewarts, Ltd., Burnt Tree Works, Dudley, Worcestershire. (373)

Ewarts are one of the firms that supply bits and pieces to the motor manufacturer, making innumerable small parts on their lathes and presses. Their exhibits include taps, filters, terminals, unions, brass die pressings and caps, and sockets in great variety.

Express Electrical Services, Ltd., 17, Downend Road, Fishponds, Bristol. (409)

The South West of England and South Wales is the area in which Express Electrical supply the lighting, ignition and starting components of all the leading manufacturers. Exchange and reconditioned components are also supplied.

Farnborough Engineering Co., Ltd., Farnborough, Kent. (363)

Here are inlet and exhaust valves, including valves with stems that have been flashed with hard chromium, and valves with Stellite seats and tappets; also valve guides and springs.

Feeny and Johnson, Ltd., 134-136, Ealing Road, Wembley, Middlesex. (437)

Vacuum servo units for the braking systems of various cars are shown. Many are adaptable to existing cars as an "extra." The company's system of controls to enable disabled drivers to handle a normal car is shown, fitted to a Ford Consul. A new design is a device for varying the braking power of trailers, according to whether they are running loaded or are on a return journey running empty.



A French Cibié head lamp for replacement of British built-in lamps (shown by S. Guiterman).

Ferodo, Ltd., Chapel-en-le-Frith, via Stockport. (295)

Among the woven and moulded brake linings is the latest design, which has the property of rapid recovery from the effects of immersion in water. And there are clutch facings designed to obtain a more smooth take up. Some emphasis is placed on the anti-fade characteristics of brake linings to match higher car speeds. There are a brake-testing meter, and tools for brake and clutch lining work.

T. F. Firth and Sons, Ltd., Flush Mills, Heckmondwike, Yorkshire. (323)

Textiles used in upholstering a car are shown on this stand. They comprise rugs, mats, trim materials and seat upholstery.

Thos. Firth and John Brown, Ltd., Atlas Works, Sheffield, 4. (279)

This firm manufactures special alloy steels for highly stressed car components, and shows some of the parts in which their materials are used.

Forgings and Presswork, Ltd., Birch Road, Witton, Birmingham, 6. (289)

A firm which makes forgings for transmissions, camshafts, axle shafts, gears, and other components, and also pressings of all kinds for use by car manufacturers.

Gandy, Ltd., Wheatland Works, Wallasey, Cheshire. (353)

This year, Gandy particularly feature brake shoes and clutch plates relined without rivets by the Gandy Bond process, and there is a visual demonstration by a device called a Screenascope of brake problems. One brake lining shown has the odd virtue of not losing friction when wet, and actually gaining friction when slightly damp.

Gear Grinding Co., Ltd., Cranmore Boulevard, Shirley, Birmingham. (359)

The specialized gear requirements of the motor industry, which rarely uses a perfectly plain gear of any kind these days, are catered for by this company.

General Accident Fire and Life Assurance Corporation, Ltd., General Buildings, Aldwych, London, W.C.2. (84)

The problems of motor insurance, as encountered by both the garageman and the private owner, are dealt with at this stand.

General and Industrial Paints, Ltd., 26-27, St. James's Street, London, S.W.1. (338)

All the varieties of synthetic enamel, plain and metallic-type celluloses are shown here in considerable and impressive range.

W. Gill and Co., Ltd., 111, Islington Row, Birmingham, 15. (381)

This firm makes Pershore lighting and starting batteries for cars, dynamo and ignition coils, and other electrical components for cars.

Girling, Ltd., King's Road, Tyseley, Birmingham. (288)

One of the Show's technical highlights, the new disc brakes that have come into prominence during 1952, are seen here. They made their debut, it will



These are the K.L.G. racing plugs as fitted to J. M. Hawthorn's Cooper-Bristol and to the Thin Wall Special Ferarri.

INTERNATIONAL MOTOR SHOW

EARLS COURT

Stand Number

268

(FIRST FLOOR)

VANDERVELL

PRODUCTS LIMITED

LTD

THIS MARK ON ALL VANDERVELL PRODUCTS



A princely motor car individually built

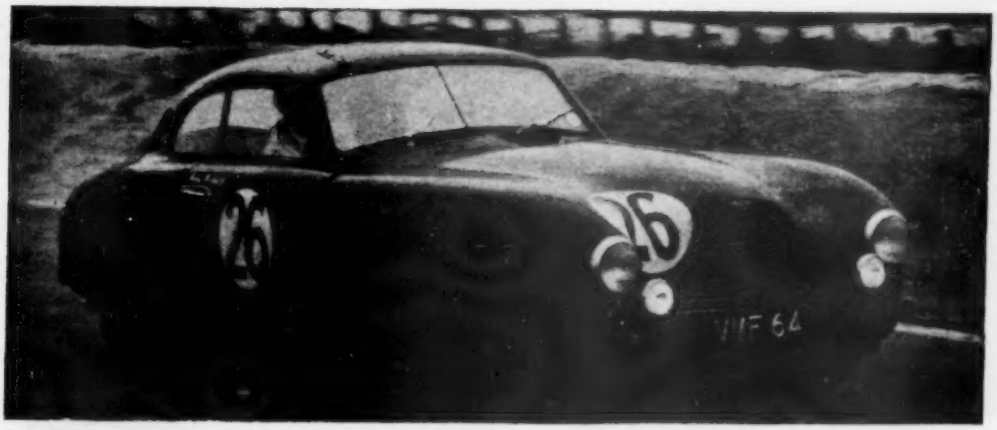
for the private owner THE LAGONDA MARK II SALOON

stand 132

LAGONDA

THE THOROUGHBRED 2·6 LITRE

LAGONDA LTD · FELTHAM · MIDDLESEX · LONDON SHOWROOMS · 103 NEW BOND STREET · W1 **A DAVID BROWN COMPANY**



Recent Aston Martin Achievements

*

ASTON MARTIN

DB.2 · THE RACE-BRED LUXURY CAR

stand 123

1950 LE MANS
1st and 2nd, 3-litre class
1st (tied) on Index of Performance
3-litre lap and total distance records

1950 ULSTER TT
1st, 2nd and 3rd, 3-litre class

1951 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE
1st, 3-litre class

1951 MILLE MIGLIA
1st, Over 2-litre Vetture Veloci class

1951 LE MANS
1st, 2nd and 3rd, 3-litre class
3-litre total distance record
5 cars entered, 5 cars finished

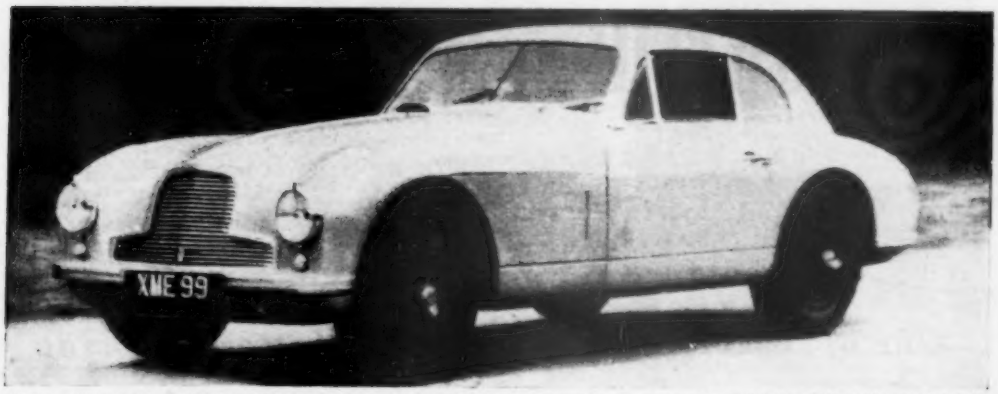
1951 INTERNATIONAL ALPINE TRIAL
1st, 3-litre class

1952 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE
1st, 2nd and 3rd, 3-litre class
Manufacturers' Team Prize

1952 MILLE MIGLIA
1st and 2nd, Over 2-litre Grand Touring class

1952 BOREHAM INTERNATIONAL SPORTS CAR RACE
1st, class D (2,000-3,000 c.cs. class)

1952 INTERNATIONAL NINE-HOUR SPORTS CAR RACE, GOODWOOD
Outright Winner



ASTON MARTIN LTD · FELTHAM · MIDDLESEX · LONDON SHOWROOMS · 103 NEW BOND STREET W1 ***A DAVID BROWN COMPANY***



Sun for a private summer

This winter you can have a private summer of your own inside your car, and carry it about with you wherever your winter motoring may take you. The sun for your private summer is a Smiths car heater, which will use waste heat from your engine to keep you and all your passengers summer-warm on the coldest winter's day—and will keep your windscreen free from dangerous mist and frost.

SMITHS

CAR HEATERS

FOR YOUR PRESENT CAR
Ask your local garage to fit a Smiths car heater. Prices from £9.

FOR YOUR NEW CAR
Specify a Smiths car heater to be factory-fitted before you take delivery.

See them at the Motor Show—**STAND No. 248**

One of **SMITHS** *accessories for better motoring*

Accessories at the Show . . . . . continued

be recalled, on a Jaguar XK 120C. There are normal (wedge operated) brakes, and all the Girling dampers, including the new PVN piston damper, of higher efficiency and with 15 degrees more arm movement. Crankshaft dampers, and the Girling Bijur chassis lubrication system, are other exhibits. The latter is worked by thermal expansion or by manifold vacuum.



A waterproofed plug for certain starting in damp weather (Lodge).

Glacier Metal Co., Ltd., 368, Ealing Road, Alperton, Wembley, Middlesex. (233)

A most interesting engineering development, the Glacier centrifugal oil filter, which was recently described in *The Autocar*, can be studied on this stand. The version shown is a commercial one—the private car size still being under development. With it are bearings and bearing metals, and representatives of the 350 English and metric sizes of Glacier wrapped bushes.

J. Gliksten and Son, Ltd., Carpenters Road, London, E.15. (2)

Here can be seen some of the beautiful hardwoods which embellish many of the quality cars which have been admired in the main hall.

Globe and Simpson, Ltd., 184, West Street, Sheffield, 1. (346)

One of the big northern service engineers, who deal with Lucas, C.A.V., Delco, B.T.H. products and the products of many other makers, including the plug manufacturers.

W. Goodyear and Sons, Ltd., c/o Dunlop Rubber Co., Ltd., Fort Dunlop, Erdington, Birmingham, 24. (227)

The Goodyear company, which is mainly represented in the tyre section, on this accessories stand shows ancillary rubber products used in the modern car.

Guest, Keen and Nettlefolds (Midlands), Ltd., Box No. 24, Heath Street, Birmingham, 18. (259)

Besides normal and high tension nuts, bolts, cotter and taper pins, and carriage bolts, this firm shows many of the ingenious special fastenings used nowadays. There are self-tapering screws for attachment to steel panels, recessed self-tapping screws, and even screws that are *meant* to be driven in with a hammer.

S. Guiterman and Co., Ltd. (Motor Dept.), 118, Jamaica Row, London, S.E.16. (436)

Battery chargers and electrical equipment are shown, but of particular interest are the French Cibié lamps which this firm imports. This year the range is much greater. There are built-in head lamps for replacing existing lamps, especially on American cars whose lamp power is low, and fog and driving lamps, both single and in matched pairs. They have the elegant appearance that distinguishes French lamps.

Hairlok Co., Ltd., 117, Victoria Street, London, S.W.1. (331)

The speciality of the company is seat and squab fillings, and every kind of rubberized curled hair and foam rubber. There is also an interesting combination of both—Seatex hair-reinforced foam rubber.

H. and E. Halford, Ltd., 1501, Pershore Road, Stirchley, Birmingham, 30. (440)

This firm makes frames, squabs and cushions for seats, and interior trimmings for bodywork. Their speciality is bucket seats.

Hall and Hall, Ltd., Oldfield Works, Oldfield Road, Hampton, Middlesex. (223)

At the Show a new product is introduced, Hallite universal oil seals, which are suitable for British, American and Continental cars. Jointing materials and copper and asbestos cylinder head gaskets are also shown, with radiator hoses and various rubber extrusions.

Hall and Nielsen, Ltd., Beaver Mills, East Garden Street, Bury, Lancashire. (292)

This stand concentrates mainly on Bramec bonded brake linings and shows visitors the material and equipment needed for the bonding process. There are several working models.

Hallam, Sleigh and Cheston, Ltd., Widney Works, Bagot Street, Birmingham, 4. (342)

This firm makes window and seat mechanisms, the clever modern locks which hold our doors so securely these days, and a great variety of bodywork fittings generally.

There is on this stand a self-adjusting seat squab which conforms with the position taken up by the occupant of the seat.

Hardy, Spicer and Co., Ltd., Birch Road, Witton, Birmingham, 6. (242)

Here may be studied the latest development in universal joints and reversed sleeve drive shafts. The sliding member is included in the gear box extension piece, which greatly decreases the length between centres of the joints. There is a correspondingly longer sliding yoke fitting in the gear box. Standard universal joints are also shown.

Hepworth and Grandage, Ltd., St. John's Works, Bradford, Yorkshire. (293)

Making its first appearance on the home market is the Hepolite oil control piston ring, a two-piece cast ring having a spring-steel expander and designed to reduce oil consumption in very worn bores. It is sold in a boxed set with compression rings. There is a wide range of other rings and of pistons and cylinder liners.

Hills (Patents), Ltd., Hills House, Chenies Mews, Pancras Street, London, W.C.1. (432)

For their number plates this company uses digits that are triangular section white, polished half-round white, flat polished aluminium, or domed-section chromium. There is also a transparent number plate. Besides number plates, Hills make lettering in various sizes for the composition of notices, and also "L" plates.

Hobbs Transmission, Ltd., 78, Russell Terrace, Leamington Spa, Warwickshire (445)

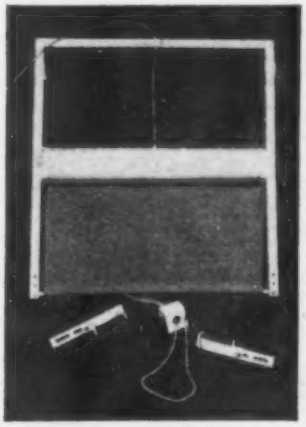
A fully automatic transmission is seen here. There is a steering column lever and quadrant which selects neutral, drive or reverse. Thereafter, control is by the throttle only, ratios being selected automatically according to the load, speed and engine power. The latest improvements were described in *The Autocar* last week.

Douglas Holt (Est. 1919), Ltd., 5-6, Eagle Street, London, W.C.1. (358)

So many useful chemical preparations are made by this firm that it is impossible to enumerate them all. They include moisture-proofing varnish for ignition systems, liquid metallic

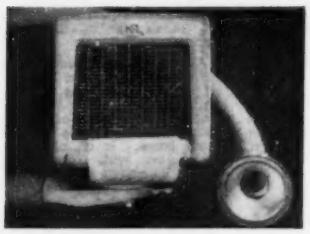


Karobes show seat covers and rugs in soft, tartan-woven wool.

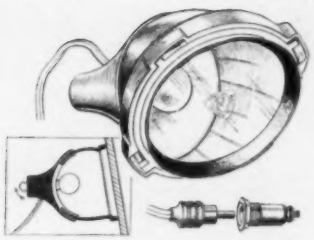


A radiator blind is shown by Key-Leather. It is operated from the car's facia and has its own frame for installation between grille and radiator block.

Accessories at the Show . . . . . continued



As an "extra" to the K-L Monitor heater, a fresh air intake is introduced at the Show (Key-Leather).



Marchal's Giroflar spot light is attached inside the windscreen by suction.

compounds for repairing cracks in engine cylinder blocks and for sealing radiator leaks, cleaners and polishes for both paintwork and upholstery, and a petrol additive for dispersing carbon and sludge. There is even a special preparation (for addition to the coolant) which cures squeaks in water pumps. A new product is an anti-mist cloth for windscreens; it can be re-impregnated over and over again instead of requiring replacement.

E. R. Howard, Ltd., "3-in-One" Works, Stowmarket, Suffolk. (446)

Here there is an opportunity to find out something about the silicone polishes, which have aroused interest. The firm makes the kind sold as Autobrite, with a 4 per cent silicone content, which leaves a bright and very hard film on coachwork, resistant to spotting. It is also used to polish and seal porous chromium plating. A corresponding product, to remove silicones when a car is to be repainted, has been developed. Three-in-One oils and polishes are also shown.

Hoyt Metal Co. of Great Britain, Ltd., Deodar Road, Putney, London, S.W.15. (226)

Anti-friction metals for bearings, both lined and solid, are shown, with solders and cord solder wire, body filling metal, and zinc alloys. Bronze, light-metal and light-bronze products are exhibited, and special metal for making presses.

Hughes-Johnson Stampings, Ltd., Langley Green, Birmingham. (405)

Forgings in carbon and alloy steels, copper, aluminium bronze, light alloys, and even titanium, are produced by this company.

Imperial Chemical Industries, Ltd. (Leathercloth Division), 42, Hertford Street, London, W.1. (333)

Imperial Chemical Industries, Ltd. (Paints Division). (332)

On the two I.C.I. stands are shown the products of the Leather Cloth Division, Vynide plastic-coated leathercloth and Rexine nitro-cellulose fabric, with fabricated trimmings for all purposes. The Paints Division displays metallic and plain cellulose lacquers and stoving car finishes, under the names of Metallichrome, Belco and Dulux.

Intalok, Ltd., Redfern Road, Tyseley, Birmingham, 11. (90)

Intalok show the seat springing that was first developed for aircraft and ambulances and is now widely used in cars. A maze of light springs is so interwoven as to form one mass, which effectively spreads the load placed on a seat and avoids local pressure points.

E. J. Jack, Ltd., 154, Camden High Street, London, N.W.1. (236)

Here there is a display of the different kinds of ball and roller bearings used in automobile design.

W. G. James, Ltd., 32, Osnaburgh Street, London, N.W.1. (282)

This stand reflects the great demands made on the valves by modern high-efficiency engines. Valves are shown with hard chromium deposits on their stems and with ends hardened by an induction process, and there are corrosion-resisting valves for use with very heavily leaded fuels.

Jenolite, Ltd., 43, Piazza Chambers, Covent Garden, London, W.C.2. (329)

This firm has not previously exhibited at Earls Court. Their products are Jenolite rust removing and preventing solution, a keying solution for making paint adhere to aluminium panels, a paint remover that does not require rinsing, and a wiping degreaser. These products are suitable for amateur use.

Edward Joy and Sons, Ltd., Filtrate Works, Kidacre Street, Leeds, 10. (350)

Makers of Filtrate oils and greases—which include spring, upper cylinder, and penetrating lubricants—Edward Joy also have a demonstration of the ability of their running-in compound to go through filter paper without clogging or depositing. Other products are damper fluid, radiator cleaner, rust loosener, brake fluid and anti-freeze.

Karobes, Ltd., Unitas House, 24-25, Livery Street, Birmingham, 3. (443)

Karobes seat covers are made in plain coloured felts with contrasting piping, and also in the authentic tartans of the Scottish clans, the wool used being soft and warm. Passenger rugs make their first appearance at the Show in a new version, which is of good quality but is greatly reduced in price. Seat covers are tailored to suit the unannounced variations that take place from time to time in popular car seats.

Kenilworth Manufacturing Co., Ltd., Heretite Works, Tavistock Road, West Drayton, Middlesex. (361)

Among the specialist paints and jointing compounds exhibited, special interest attaches to the non-setting compound for aluminium cylinder heads. Since its introduction last year it has been adopted by a number of car manufacturers.

Kerry's (Great Britain), Ltd., Warton Road, London, E.15. (256)

Kerrys are factors for a considerable variety of proprietary products and they also make a great number of tools and other products of their own. In particular, garage servicing and maintenance equipment is a speciality

Key-Leather Co., Ltd., 5, Urswick Road, London, E.9. (88)

The K-L Monitor car heater, which works satisfactorily in cars with thermosyphon cooling systems and has lately been produced in a new version for the rear-engined Renault, is now well known to motorists, but there is a new accessory for it. This is a kit for altering the existing K-L Monitor heater so that, instead of being a recirculatory unit that warms only the air already in the body, the heater has a fresh air intake. There is also a radiator roller blind for controlling the cooling water temperature. It is supplied with a frame that simplifies fitting to the car, and the blind itself is of heat-resisting material. It is cable-operated from inside the car. Another fitting is the small Unitester, for scientific testing of electrical equipment.

K.L.G. Sparking Plugs, Ltd., Cricklewood Works, London, N.W.2. (257)

For the first time, the new range of K.L.G. racing sparking plugs, insulated with the latest S749 ceramic, is displayed. The full heat-value scale is covered in 10 mm and 14 mm threads. There are sparking plugs of all kinds for ordinary car engines, and sectioned models illustrate the different construction adopted to vary the heat value and produce a "hot" or a "cold" plug. There are also watertight plugs to help winter starting.

Richard Klinger, Ltd., Klingerit Works, Sidcup By-pass, Kent. (278)

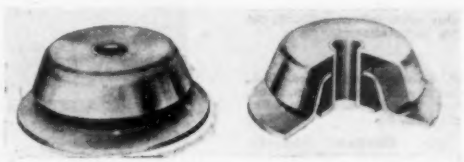
Klinger are makers of every kind of jointing material in all kinds of size and thickness. One of these jointings is for cylinder head gaskets and has a close-mesh bronze wire core in compressed asbestos, and a graphited surface. Another interesting material is an anti-friction and graphite-impregnated inter-leafing for leaf springs.

Lace Web Spring Co., Ltd., Sandiacre, Nr. Nottingham. (395)

The Lace Webb product is a soft and yielding seat filling which gives uniform support for the driver and his passengers, and they also make trim pads and arm fillings.

Lake and Elliot, Ltd., Albion Works, Braintree, Essex. (357)

This firm is the maker of a variety of hydraulic jacks, including special models for cars of very low ground clearance. It also manufactures castings, which include brake drums of special irons.



Rubber body mountings are one of the latest Metalastik developments.

Latex Upholstery, Ltd., 41, Lonsdale Road, London, W.11. (7)

Here are demonstrated the various uses, in upholstery work, of foam rubber cushioning, of particular interest to the motorist because it is possible to get existing seating converted to foam rubber fillings. Bucket seats and loose covers are also shown.

Laycock Engineering, Ltd., Victoria Works, Millhouses, Sheffield, 8. (266)

One of the most interesting engineering exhibits in the galleries is found here. It is the Laycock de Normanville overdrive which is now fitted to some British cars, and it is available for demonstration by arrangement with the stand staff. Also exhibited is an electrically operated demonstration unit which shows the Layrub universal joint for propeller shafts, working at various angles.

Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1. (229)

Besides the Chromard chromium-plated cylinder liners, which have established themselves as a means of securing a long life for bores, engine reconditioning is explained on this stand. Processes include sleeving, cylinder grinding, re-metalling bearings, building up by welding worn valve seats and worn parts generally, spring repairing and tempering, camshaft reconditioning, and nitriding of parts.

Ley's Malleable Castings Co., Ltd., Colombo Street, Derby. (309)

Here are shown a number of castings made in black heart malleable iron, a material which has a good resistance to shock and is easy to machine. There is also a pearlitic malleable iron called Lepaz which is used for arduous jobs in one-piece differential cases, and in combined hubs and brake drums.

C. Lindley and Co., Ltd., 34, Englefield Road, London, N.1. (315)

This exhibit comprises bolts and nuts of all kinds and a variety of special parts made to patterns.

Lockheed Hydraulic Brake Co., Ltd., Tachbrook Road, Leamington Spa, Warwickshire. (368)

Lockheed's new disc brake makes its first appearance before the public at the Show. It has interesting features. The hydraulic cylinders are inboard of the disc, so that they are not shrouded from the air stream by the wheel. The friction pads are segments, not buttons, and comparatively low operating pressures are used. The more orthodox Lockheed braking systems are also shown. The new disc brake was fully described and illustrated in *The Autocar* of October 10.

Lodge Plugs, Ltd., St. Peter's Road, Rugby. (243)

Besides sparking plugs for nearly all British and foreign engines, a feature of which is the Sintox insulation, Lodge have a complete range of racing plugs, insulated and shock-resisting terminal covers, and watertight plug covers.

Lombard Banking, Ltd., Lombard House, 10, Fell Road, Croydon, Surrey. (11)

Hire purchase facilities for the would-be owners of new cars are explained on this stand.



The Lubrocharger is one of the test and performance instruments for the Redex system (Wayne V. Myers).

Joseph Lucas, Ltd., 46, Park Street, London, W.1. (251)

Joseph Lucas (Batteries) Ltd. (297)

Joseph Lucas (Sales and Service) Ltd. (311)

The extremely powerful Lucas S.L.R. 700S long-range driving lamp now comes on the home market. Another interesting development is conversion sets for pre-war cars to enable them to be fitted with the new block-pattern lens head lamps and double dipping. Other features of the Lucas stands are: a display of rear lights; red reflectors for greater safety; a telephone audition system for horns; and ignition suppression kits. The latest D.M.2 and D.M.4 distributors, with built-in vacuum-operated timing control, improved dust sealing and a certain measure of radio interference suppression, are the subject of a working demonstration, and there are also screen sprays, windscreen wipers, Trafficators, fog lamps, defrosters, and dipping mirrors, as well as plain interior and exterior mirrors, reversing lamps, and batteries with a new correct acid level device.

A. P. Maglen, Ltd., Trafford House, 41, Trafford Road, Leicester. (319)

Maglen make auto-ignition parts, carbon brushes and car lamp bulbs. The latter are available as replacement bulbs for pre-focused head lamps.

Manganese Bronze and Brass Co., Ltd., Elton Park Works, Hadleigh Road, Ipswich, Suffolk. (285)

The exhibits here comprise Oilite self-lubricating bearings, and other parts made by powder metallurgy, in which powder is fused in such a way, when required, as to leave the component in a porous state so that it can be saturated with oil.

Mansell and Adams, Ltd., Arcadia Avenue, Finchley, London, N.3. (326)

Textiles for car upholstery and trimming, for draught excluding and for open car hoods are exhibited, with a variety of interior bodywork fittings.

Marchal Distributors, Ltd., Brook Lane North, Brentford, Middlesex. (272)

Marchal now have the complete range of these well-known lamps, and there are independent head lamps and also types for replacing existing built-in head lamps on British and American cars; also fog, driving, reversing, tail and parking lights in considerable variety. Marchal lamps have a small heart-shaped motif impressed in the front glass; the particular feature of the head lamps is the shielding of the dipped beam from upwards deflection by a small tongue over the dipped bulb filament. The Marchal musical horns, and other French horns, can be heard over a telephone system.

Marston Excelsior, Ltd., I.C.I. House, Millbank, London, S.W.1. (372)

The radiators displayed, which are those fitted to Jaguars, Jowetts, Bristols, Singers and A.C.s, have the Marston Mark VII all-copper film radiator block.

Masonite, Ltd., Bevis Marks House, Bevis Marks, London, E.C.3. (6)

Masonite is an insulated pressed board which is widely used in caravans for both outside and inside panelling.

Mercantile Credit Co., Ltd., 246-250, Regent Street, London, W.1. (434)

This stand is devoted to hire purchase facilities for cars and machinery.

Metalastik, Ltd., Evington Valley Road, Leicester. (303)

Besides the bonded rubber bushes which are used by many manufacturers to cut down the number of joints requiring lubrication on their independent suspension systems, and engine mountings, Metalastik have two interesting recent products. They are rubber insulators which insulate coil springs from metal contact with their mountings, and rubber bodywork mountings which insulate the body from the frame. There are also rubber-bonded torsional vibration dampers.

Mid-Kent Products Co., Longpond Works, Borough Green, Kent. (375)

This stand is devoted to polishes, both quick action and wax: cellulose and upholstery cleaners, and Mi polish.

Midland Motor Cylinder Co., Ltd., Birmid Works, Dartmouth Road, Smethwick, Staffordshire. (312)

This stand shows the applications of special quality irons for cylinder heads and brake drums. Moulded camshafts are another product. Many car manufacturers use the sheet metal pressings and assemblies which are manufactured by this Coventry company.

Morgan, Crossley and Co., Ltd., Tenoid Works, Manchester, 10. (299)

Here there is a complete range of Tenoid brake and clutch linings, relined brake shoes and clutch plates, and bonded webbing and luggage straps.

Moss Gear Co., Ltd., Crown Works, Tyburn, Birmingham, 24. (1)

This firm, which makes gear boxes and rear axles for a number of cars, has a fully sectioned four-speed synchromesh gear box for 2½-litre engines. It makes an interesting study. There are also hypoid bevel axles in three sizes, and gears, camshafts and differential units.

Motor Panels (Coventry), Ltd., Holbrook Lane, Coventry. (414)

Sheet metal pressings, single and compounded, are shown.

Motor Union Insurance Co., Ltd., 10, St. James's Street, London, S.W.1. (83)

Another stand which is devoted to motor insurance and its problems.



The Comet driving lamp, by James Neale, is a powerful one with a clear glass and a bulb shield.

Andrew Muirhead and Son, 275, Dunn Street, Glasgow, S.E. (255)

This is a firm of tanners, who specialize in good-quality cow hides for car upholstery, and they show a considerable number of leathers.

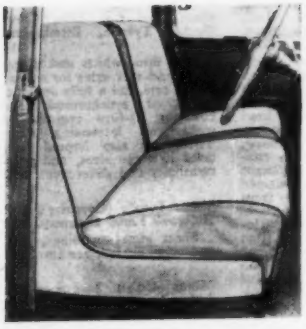
Wayne V. Myers Co., Ltd., 363-365, Chiswick High Road, London, W.4. (402)

Some additions have been made to the car instruments and to the testing and tuning equipment associated with the Redex system. New items are a miniature of the engine tester called the Car Care Robot, and a new steering column attachment for both this and the Lubrocharger. Compression gauges, test tanks and dispensers are other items. There is a tiny model, of the formula II Cooper-Bristol often driven by J. M. Hawthorn, and running under the name of Redex Special. The model has a 5 c.c. Glow Plug engine.

National Employers' Mutual General Insurance Association, Ltd., National Employers' House, Bury Street, London, E.C.3. (87)

Like other insurance stands, this one has experts in attendance who can authoritatively discuss their subject with the visitor

Accessories at the Show: continued



Seat covers by Romac in Bedford cord.

James Neale and Sons, Ltd., 68, Graham Street, Birmingham, 1. (426)

This is one of the makers who show a full range of accessories. Fog lamps, driving lamps, sump heaters, mirrors and licence holders have in many cases been changed and improved in detail. There is one sump heater which burns for over a week without attention. One of the more powerful British long-range driving lamps, which has special sealing to protect its brilliant reflector, is found on this stand. Called the Comet, it has modern styling and a shallow body.

Newton and Bennett, Ltd., Valetta Road, London, W.3. (222)

Among the Newton direct acting hydraulic telescopic dampers shown is one that has a new feature. Provision for extreme deflection and rebound is made inside the damper, so that the suspension does not need normal rubber chassis pads. There are also clutch plates and centrifugal clutches.

L. H. Newton and Co., Ltd., Nechells, Birmingham, 7. (398)

Screws, bolts, nuts and fastenings of all kinds are the products of this company.

Nuway Manufacturing Co., Ltd., Coalport, Salop. (5)

Nuway mats are made of rubber fibre links and are used in both cars and caravans. This kind of mat is, of course, extremely strong and will wear almost indefinitely. They are nowadays made in a variety of colours and in standard sets for all cars on the British market and many foreign cars.

Oldham and Son, Ltd., Denton, Manchester. (317)

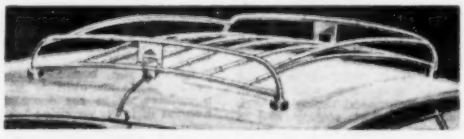
Heavy duty batteries make up this exhibit, with the Major batteries having Fibrak separators, which can be kept in store in a dry-charged condition and are ready for use when filled with water. There is a battery charger with a Perspex case that reveals the interior layout.

Omes, Ltd., Beverley Works, Willow Avenue, Barnes, London, S.W.13. (352)

This firm produces electro forgings, a process in which very accurate control of temperature and other factors is possible.

R. M. Papelian, Ltd., Edgware Road, Cricklewood, London, N.W.2. (413)

Papelian are agents for a very considerable variety of engine and ignition parts made by American manufacturers, and they also show working models of the New Products automatic gear box and automatic clutch. An interesting device is the Thompson Vitameter, which automatically feeds in a fuel supply of higher octane value when the engine is working particularly hard. Perfect-Circle piston rings and expanders, a speedometer locking device and F. and B. American ignition parts are among the other products which are shown.



The Portarack roof luggage carrier is unusual in that it can be dismantled and packed into a small space (Parr Equipment).

Park Bros., Ltd., Ordnance Street, Blackburn, Lancashire. (397)

The batteries seen here are heavy duty ones, and have the interesting features of microporous rubber separators for the plates and fibre-glass retainer mats. The rubber separators, it is claimed, have a lower internal resistance than traditional materials. There is also a range of electrical equipment of various kinds.

Parr Equipment Co., Ltd., 20, Avonmore Road, London, W.14. (416)

A Portarack luggage roof rack shown on this stand has the unusual feature that it can be dismantled and stowed away in a very small container, and it has telescopic cross bars so that it can be exactly adjusted to take full advantage of the roof width of any car. There are two finishes, black or polychromatic silver enamel, and a new model for large American cars and station waggons. Accessories for the racks include ski carriers, waterproof covers and elastic straps.

Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire. (220)

Snow chains for fitting to tyres are shown with attachments which make the chains easy to fit, and easy so to tension that they do not run loose and damage wings or tyres.

J. Payen, Ltd., 228, Berwick Avenue, Trading Estate, Slough, Buckinghamshire. (281)

There is an astonishing variety in the jointing materials used in the modern car, reflected in the Payen exhibits, which employ copper, asbestos, synthetics, rubber, cork, felt, vegetable fibre and paper according to the particular application in the car engine.

Perry Barr Metal Co., Ltd., Shady Lane, Great Barr, Birmingham, 22a. (423)

The principal exhibits here are light alloy castings made for the Austin Motor Company.

Peto and Radford, 50, Grosvenor Gardens, London, S.W.1. (412)

The principal feature of the Dagenite Dual-Life batteries shown here is the micro-porous plastic separator used for the plates. It is a material that is strongly resistant to acid and oxidization. It is a recent development. Among the batteries shown are those fitted as standard equipment by Rolls-Royce.

Philidas, Ltd., Ferrybridge, Yorkshire. (271)

Here are seen the self-locking nuts that resist vibration and changes of temperature and have, to a considerable extent, replaced castellated nuts and split pins in automobile engineering.

Pinchin, Johnson and Co., 4, Carlton Gardens, London, S.W.1. (377)

Pinchin Johnson are one of the principal suppliers of paints and finishes to the motor manufacturers.

Premier Motor Policies, Ltd., Melbourne House, Melbourne Place, London, W.C.2. (82)

Car insurance is handled by the staff of the Premier company.

Prima Industries, Ltd., Burton Road, Upper Gornal, Nr. Dudley. (356)

A new product here is a plastic stick-on licence holder which is pressed on and maintains itself in place without glue or cement of any kind. This firm produces a flat, round holder of little thickness, which does not interfere with cleaning the inside of the windscreen. Other products of the company are jacks of all kinds, horns, pumps, petrol pourers, oil syringes and battery equipment.



A large, rubber framed rear reflector, the Glomaster, is a Notek production.

Projectile and Engineering Co. Ltd., Acre Street, Battersea London, S.W.8. (263

Two chassis frames are shown that used for the Humber Pullman, a particularly stiff design and that used for the Austin A.40.

Pyrene Co., Ltd., 9, Grosvenor Gardens, London, S.W.1. (318)

This year there is a new Pyrene extinguisher, for fires caused by highly inflammable material, a CO_2 dry chemical model. There are methyl bromide and foam models, and the small types that are carried on vehicles. Pyrene also make bumpers and over-riders for certain car manufacturers.

Qualcast, Ltd., Victory Road, Derby. (264)

Here are shown grey iron castings for exhaust manifolds, clutch plates, cylinder heads, brake drums and many other components of a car; a particular feature on the stand is made of cast crankshafts.

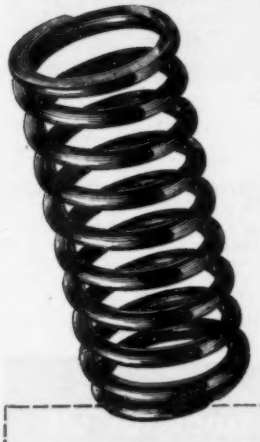
Raybestos-Belaco, Everite House, Southwark Street, London, S.E.1. (301)

The range of woven and moulded friction materials which is displayed on this stand is a complete one, developed to meet all the requirements contrived in the diversity of car design.

Regency Covers, Ltd., 381-389, West Green Road, London, N.15. (89)

Every sort of material is used for these covers—Melton cloths in plain colour and tartans, Tygan and Regentweave plastic-impregnated weaves, and an inexpensive Bedford cord. In addition there are some de luxe materials, which include three kinds of nylon, a heavyweight wool Bedford cord, and a new material called Regentex. It is a smooth, soft material resembling silk and is dust-proof, water-repellent and fire resisting.





The tendency to make car bodies more and more roomy may sometimes impose additional demands on the engine. Any loss of power is then especially noticeable and to prevent this the valve springs should be checked regularly. If they are worn a new set will show a marked improvement in engine performance, particularly if you specify Terry's—*the best that are made.*

TERRY'S aero quality valve springs prevent power leakage

HERBERT TERRY & SONS LTD REDDITCH ENGLAND

ASK FOR A COMPLETE LIST OF OUR CAR ACCESSORIES WHEN YOU CALL AT OUR STAND AT EARLS COURT

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MOTOR SHOW · EARLS COURT



White metal . . . Copper-lead . . . Tri-metal . . . Half-bearings . . . **Bushes . . .?**

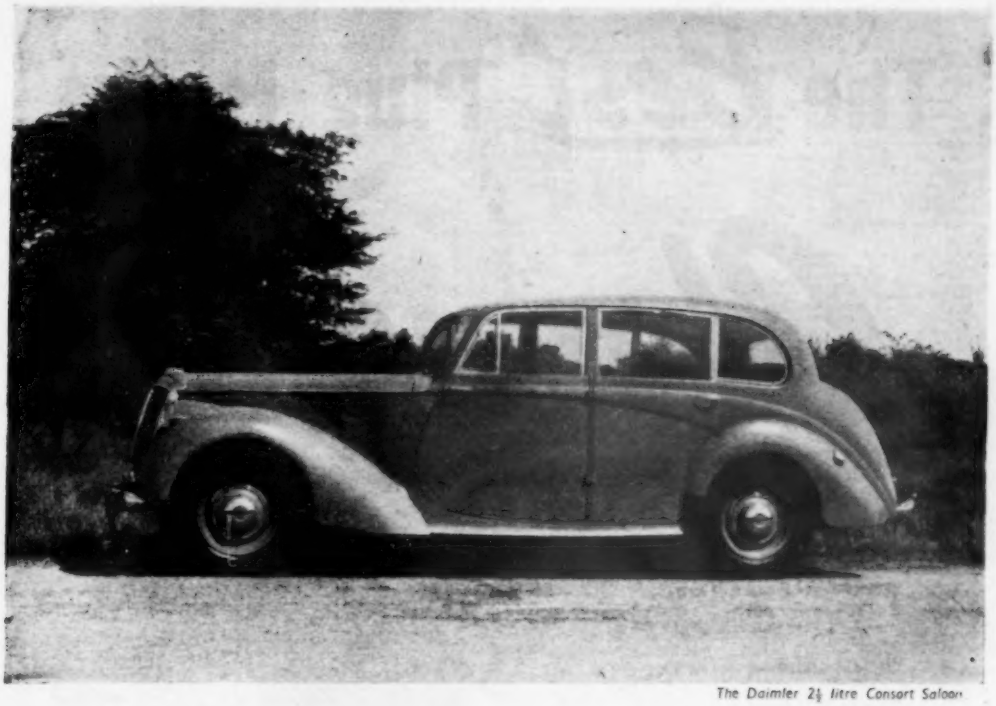
(We make them all) Motor cars and commercial vehicles, petrol engines and diesel engines, ships and buses and mowing machines . . . **(We fit them)**

(and years later, re-fit them!)

GLACIER

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THE GLACIER METAL COMPANY LIMITED, ALPERTON, WEMBLEY, MIDDLESEX



The Daimler 2½ litre Consort Saloon

For years we have specialised exclusively in the sale and service of Daimler and Lanchester Cars. We will gladly give you expert advice on the purchase and delivery of the new Daimler and Lanchester Models and our Service Department is always at your disposal.

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Price 5/- each

STAND NO.
355
EARLS COURT

Always demand Champions for your Car!

Accessories at the Show: continued



Somic plastic weave seat covers.

Regent Axle Co., Walshaw Street, Burnley, Lancashire. (439)

The various working components of rear axles, crown wheels, pinions, differentials and axle shafts are shown by this company.

Remax, Ltd., 3-7, Alfred Place, Tottenham Court Road, London, W.C.1. (391)

A new range of fog lamps, spot lamps, and driving lamps have moulded plastic bodies, which makes them unusual and well worth inspection by the motorist. There are also new flush-fitting side, spot and tail lamps with a range of different lenses. Besides lamps, Remax make every kind of ignition lighting and starting equipment, mirrors, flexible radiator hose, pipes and cables and also main chassis components such as axle shafts, valves and bearings.

Renold and Coventry Chain Co., Ltd., 28, Deansgate, Manchester, 3. (245)

The central feature on the stand is a timing chain drive that has been scaled up to four times its actual size, with four normal drives rotatable by hand.

Ripaults, Ltd., Southbury Road, Enfield, Middlesex. (339)

The products of this company are lighting, starting, and ignition cables made in special coverings and insulations. Wire harness assemblies, bonnet fasteners and wiring sundries are other products.

Rist's Wires and Cables, Ltd., Lower Milehouse Lane, Newcastle, Staffordshire. (320)

Among the cables and electrical and ignition parts displayed are complete wiring harnesses for practically all British models. There are also armoured cables and cable indentification sleeves, and special waterproof cables.



The Bevelift jack is operated by a handle and bevel gears in the head (Smiths Jacking Systems).

Rival Lamps, Ltd., Hamm Moor Lane, Weybridge, Surrey. (351)

In the complete range of lamp bulbs for cars of all countries there are included those for the latest types of pre-focused lamps, and there are also three-pin bulbs in both clear and golden glass for the many Continental lamps that have been fitted by British motorists.

Roadways Transport Development, 7, Chesterfield Gardens, London, W.1. (433)

Industrial banking and financing are the affairs of this exhibitor.

Romac Industries, Ltd., Romac Works, The Hyde, London, N.W.9. (418)

Among the accessories made by Romac are Bedford cord seat covers, anti-freeze mixture, a small tyre vulcanizer, steering-wheel gloves in velvet of all colours, paints and finishes, wiper blades, ignition cables, licence holders and a variety of other accessories. There are also simple tyre and tube repair outfits for the motorist who does his own repairs.

Rootes Acceptances, Ltd., Ladbroke Hall, Barlby Road, London, W.10. (78)

This is a financing company which is one of the subsidiaries of the Rootes Group.

Ross, Courtney and Co., Ltd., 25, Ashbrook Road, Upper Holloway, London, N.19. (240)

Among the exhibits here is a Petromag locking tap, a device that shuts off both petrol and ignition by means of a Yale lock; double-arm hydraulic jacks for low-built cars and caravans, locking petrol-filling caps and a variety of unions, taps, turned and stamped fittings of all kinds.

Royal Insurance Co., Ltd., 24-28, Lombard Street, London, E.C.3. (422)

The Royal Insurance stand is manned by specialists in all aspects of insurance.

Rubery, Owen and Co., Ltd., Darlaston, South Staffordshire. (234)

Among the pressed steel components shown here is the complete chassis frame of a Lanchester. Road wheels, fuel tanks and axles are other products of the firm.

Salisbury Transmission Co., Ltd., Birch Road, Witton, Birmingham, 6. (393)

The range of Salisbury axles has been extended downwards with the new 68A rear axle, which is of small-car size. Among the other axle exhibits are an independent drive unit for cars from 1½ to 2½ litres capacity.

Geo. Salter and Co., Ltd., High Street, West Bromwich. (386)

These spring makers show a particularly interesting development in the form of laminated torsion bars, which are shorter than normal ones, and have something of the self-damping qualities associated with multi-leaf half-elliptic springs. The invention is shown in a working model of a car, to demonstrate the damping effect.

Joseph Sankey and Sons, Ltd., Hadley Castle Works, Wellington, Salop. (231)

The particular speciality of Sankey's steel works is wheels of all kinds.

A. Schrader's Son, 829, Tyburn Road, Erdington, Birmingham, 24. (348)

The Schrader display comprises complete tyre pressure equipment, valves, valve cores, caps, pressure gauges and garage equipment for tyre servicing. There is an oversized, sectioned valve to show how the core is fitted and how it functions.

Scintilla, Ltd., 20, Carlisle Road, The Hyde, London, N.W.9. (419)

Here are vertical magnetos for the replacement of coil systems in four-, six- and eight-cylinder engines, and also horizontal magnetos. Other electrical equipment includes starters, dynamos, horns, lamps, traffic indicators and electric tools.

Serck Radiators, Ltd., Warwick Road, Greet, Birmingham, 11. (296)

Here are shown complete radiator cooling elements and also cowls, grilles and other component parts, with various press work, tubing for fuel and hydraulic systems.



Smiths Accessories show heating-ventilating systems for the car interior, and also (in background) a recirculatory heater.

Accessories at the Show . . . . . continued



Tudor show a handsome Coronation emblem in chromium plating and enamels.

Servais Silencers, Ltd., Ashford Works, Ashford Road, London, N.W.2. (275)

The Servais silencer is of the straight-through pattern with an outer chamber containing acoustic packing, and it is often used in substitution for the baffle silencers fitted to some of the inexpensive cars. It is shown in various degrees of quietness, between the rather sporting and the almost mute. Servais also show seats.

Sheepbridge Engineering, Ltd., Sheepbridge Works, Chesterfield. (308)

This stand is devoted to components. There are valves and valve guides, camshafts, crankshafts, pistons, gear blanks, and among other products those made of porous powder metal for filtration and oil retention.

Sheepbridge Stokes, Ltd., Sheepbridge Works, Chesterfield. (307)

Here are seen dry and wet cylinder liners, piston rings, valve inserts, and brake drums, in a remarkable range of specialized kinds, many of them produced by the high-speed centrifugal casting process that results in a very fine grain.

Silentbloc, Ltd., Victoria Gardens, Ladbroke Road, London, W.11. (343)

Silentbloc make rubber bushes for use throughout the car, including the spring shackles and i.f.s. linkage. There are many for anti-vibration and noise-suppression mountings, of particular interest being one used on current Rovers to insulate the coil spring in the i.f.s. from the car.

Silencers (Bolton), Ltd., Waterloo Street, Bolton, Lancashire. (9)

Here are sectioned models of various silencers, including the straight-through kind. Complete exhaust systems are also shown.

Silent Channel Co., Ltd., Ferrars Road, Huntingdon. (80)

These exhibits include both flexible and rigid channels for sliding windows, as used in a great number of British cars.

Simmonds Aerocessories, Ltd., Treforest, Glam. (306)

This firm shows, as well as the familiar Fram petrol and oil micro-filters and their fitting kits, the less well-known radiator water filter. It is claimed to inhibit corrosion and to prevent scale from hard water from depositing out in the cooling system. There is also a variety of the lock nuts and quick fasteners that are widely used in cars and aircraft.

Simms Motor Units, Ltd., Oak Lane, East Finchley, London, N.2. (247)

There are seen here diesel fuel injectors and pumps, and some good lighting, starting and ignition equipment most usually met with on commercial vehicles. It will be noticed that large commercial vehicles use lighting equipment in many cases that is different from that used by cars. An interesting device is a magnetic oil filter which removes ferrous particles from the lubricant.

Simoniz (England) Ltd., 16, Catherine Place, London, S.W.1. (354)

The original Simoniz solid wax is now reinforced by liquid polishes and a chromium cleaner, and also by the paste Kleener. This Kleener is for shining up dulled or perished finishes before waxing, and the very fine abrasive used is slightly softer than the unperished and healthy cellulose, so that the removal of dead "finish" does not involve the unnecessary taking off of any good finish underneath.

Small and Parkes, Ltd., Hendham Vale Works, Harpurhey, Manchester, 9. (260)

Here are Don woven and moulded brake linings and Donflex clutch discs with other friction materials. One type of clutch plate, the model K, has special features of torsion flexibility and damping, to deal with the transmission vibrations of some cars.

Smiths Jacking Systems, Ltd., Cricklewood Works, London, N.W.2. (290)

Besides the single and split-leg jacks with bevel geared heads, this company is now building electric hydraulic equipment for raising and lowering the hoods of coupés and convertibles. The equipment consists of two jacks for raising and lowering the hood, two little jacks that work the catches for locking the head in position, and a third for pushing the rear seat squabs forward to allow entry or exit of a concealed hood. The pump unit for these jacks has its electric motor mounted under the bonnet. There is also a demonstration of the built-in Jackall hydraulic jacks that enable all four wheels of the car to be jacked up by the operation of a switch.

S. Smith and Sons (England) Ltd., Cricklewood Works, London, N.W.2. (248)

The principal features this year of the Smith stand are the fresh-air heating and ventilating systems that are fitted as standard equipment or optional extras on a great many British cars. There are also the recirculatory heaters for cars in which there is no provision for the more elaborate ventilating heater. Fitting kits, templates, switches and even auxiliary water pumps were recently introduced as self-contained kits to enable these heaters to be fitted to a variety of cars. There are clocks of all kinds, including a small clock incorporated in a rear mirror. A new product is a thermostatic electric cigarette lighter, and the range of equipment is completed by anti-freeze, facia instruments, batteries, flexible fuel and oil tubing, and flexible piping for instruments.

Smith's Stamping Works (Coventry) Ltd., Ribble Road, Coventry. (216)

Steel drop forgings are the speciality of this manufacturer.

Solex, Ltd., Solex Works, 223-231, Marylebone Road, London, N.W.1. (218)

Besides actual carburettors, Solex have a great number of cutaway views, and design and setting data, such as choke and jet combinations.

Somic, Ltd., Alliance Works, Preston, Lancashire. (382)

Somic make cellulose piping cords and a compressed pulp tacking strip that fits into metal tunnels and holds tacks and screws firmly. Another product is an open-weave impregnated fabric known as Somweave, which is used for car upholstery covers.

Stedall and Co., Ltd., Broad Street House, 164, High Holborn, London, W.C.1. (384)

Besides motor body fittings and accessories, this company is now showing upholstery materials, and the Speedy Spray and Berkeley enamels that they can once again obtain from America.

E. Steiner, Ltd., 86, Snow Hill, Birmingham, 4. (367)

Under the brand name of Briyec and Dingdong are shown pipes, engine mountings, exhaust systems, axle shafts, swivel-pin bushes, tank and wheel-hub caps, piping, cables, and rear axle and clutch components

Sterling Metals, Ltd., Northey Road, Foleshill, Coventry. (336)

Here are shown cast-iron cylinder heads and blocks, and also light alloy castings in aluminium and Elektron magnesium.

Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2. (239)

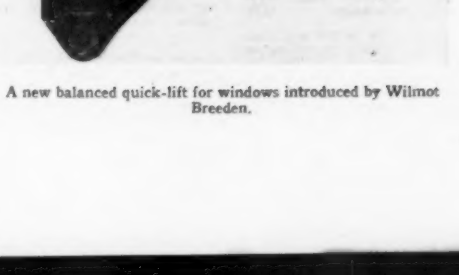
Sternol make a complete range of engine, chassis and gear lubricants. The range includes flushing agents, upper cylinder lubricants, hydraulic brake fluid, and hydraulic damper fluids.

S.U. Carburetter Co., Ltd., c/o W. H. M. Burgess, Ltd., Brunel Road, London, W.3. (235)

Particular interest for the private motorist attaches to the display of carburettors here because an understanding of their functioning is of the greatest value, in achieving both a good performance and good m.p.g. figures from his car. Electric fuel pumps are, of course, also shown.

Super Oil Seals and Gaskets, Ltd., Birmingham Factory Centre, King's Norton, Birmingham, 30. (345)

Oil seals which will retain the thin and penetrating modern lubricants are components of interest to the motorist.



A new balanced quick-lift for windows introduced by Wilmot Breeden.

For years
the most
consistently
successful
sports car
in the world

Safety MG *fast!*



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showroom: University Motors Ltd., Stratton House, 80 Piccadilly, W.1
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1



A scene in Dalecarlia, Sweden.

All that's best from

All over the world the Standard Vanguard is upholding the fine tradition of British engineering craftsmanship. Its popularity with motorists in every continent is a tribute to its efficiency, comfort and smooth running under a wide variety of conditions. Whether it be on dusty tropical highways, climbing mountain gradients or just cruising along the rolling English road the Standard Vanguard will respond swiftly, effortlessly to your slightest wish, truly representing in every detail of its design 'all that's best from Britain'.

The Standard Vanguard



The instruments of the Standard Vanguard are neatly grouped and positioned where they can be easily read by the driver, while the wide front seat, on which three can sit in comfort, is provided with a centre folding arm rest.



The large boot at the rear of the Standard Vanguard provides 14 cu. ft. of space for luggage. Spare wheel and tools are neatly fitted in a separate compartment, and the lid, which is spring balanced, encloses and locks both.

Britain . . .

STAND 144

INTERNATIONAL MOTOR SHOW, EARLS COURT
(OCT. 22—NOV. 1)

The Standard Motor Company Ltd., Coventry, England

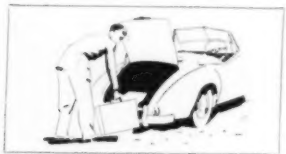
London Office: 37, Davies Street, Grosvenor Square, W.1.
'Grams: Flywheel, London. Telephone: MAYfair 5011.

STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

Same Stable



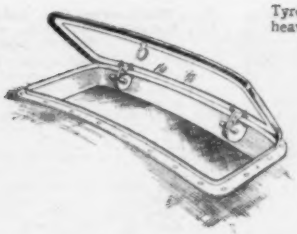
The Javelin now has the new Series III engine which retains the Javelin's well proved horizontally opposed principle but incorporates the modifications resulting from five years of successful international competition work and from strenuous overseas use. The Jupiter also has the Series III engine tuned for specially high performance — and behind the driver is a roomy tonneau and luggage boot. The Bradford Commercial range—van, utility, and lorry, is known all over the world for its amazing economy and sturdy reliability. These three cars come from the same famous Yorkshire stable of Jowett Cars Limited who have been making cars for nearly half a century.



The new Jupiter luggage boot

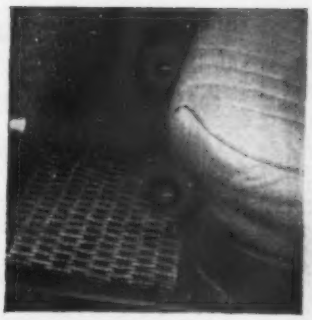
JOWETT of BRADFORD

JOWETT CARS LIMITED, IDLE, BRADFORD AND 48 ALBEMARLE STREET, PICCADILLY, LONDON, W.1.



Weathershields' very large and wide roof ventilator is a sort of half-way house to the sunshine roof, without being so elaborate to install.

Tyre Products' heavy duty car mats.



Tecalemit, Ltd., Great West Road, Brentford, Middlesex. (407)

Tecalemit are manufacturers of lubricating equipment, oil filters and all-metal flexible tubing for both oil and petrol supply lines.

Tempered Spring Co., Ltd., P.O. Box 17, Sheffield. (330)

The springs and press work of all descriptions that are exhibited here include the valve springs that are supplied to a great number of car manufacturers.

Herbert Terry and Sons, Ltd., Novelty Works, Redditch, Worcestershire. (415)

Besides the springs of all kinds that are the particular speciality of this firm, there are presswork, spanners, spring clips, valve spring tools, clips for all purposes, spring washers and belting, bonnet fasteners and so on.

Tewel Industries, Ltd., Cotton Hall Street, Darwen, Lancashire. (441)

Parts, tools, components, ignition and lighting spares are distributed by this company.

John Thompson Motor Pressings, Ltd., Beacon Works, Wolverhampton. (370)

Two of the chassis frames made for quality cars by this firm are shown, those of the Rover 75 and the 3-litre Daimler, with other pressings. These are interesting frames, designed to provide a rigid platform for coachwork.

Thomson and Brown Brothers, Ltd., Great Eastern Street, London, E.C.2. (237)

This is an associated company of the London firm of Brown Brothers and, like the parent company, caters for motor traders only. Duco, Belco and Dulux accessories and finishes are shown, and full ranges of chassis and engine components, spares and proprietary accessories.

Thornley and Knight, Ltd., Bordesley Green Road, Birmingham, 9. (324)

Among the products shown are synthetic enamels for both brush and spray applications, cellulose lacquer and a clear varnish that is claimed to be the palest ever produced. It can be used over white finishes.

Transport Brakes, Ltd., Bath Road, Brislington, Bristol, 4. (429)

T.B.L. friction materials are made in both moulded, composition and woven forms. The woven liners are made with and without wire interweavings of various kinds. There are special linings for cars suffering from brake fading.

Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex. (302)

Both vacuum and heavy duty electric windscreen wipers, including types suitable for curved screens, are exhibited. There is also a new direction indicator with a feature that ensures the positive return of the arm to its case. Other accessories are mirrors, cigarette lighters, switches, small fans for car interiors, and vacuum-operated trumpet horns in one-, two- or three-horn units. *Clignoteur* winking direction indicator lamps, the subject at present of some uncertainty as to the legal position, are also shown.

Triplex Safety Glass Co., Ltd., 1, Albemarle Street, London, W.1. (341)

Besides showing the public something of the operations of making a tempered, toughened glass, and of cutting, grinding and pressing laminated glass with all the testing and inspection processes, Triplex have produced a highly ornamental stand which is something of an Earls Court oasis. It incorporates a garden paved with York stone, a pool, vines, and an upper storey reached by a bamboo staircase.

Herbert H.P. Trist and Co., Ltd., Top Dog Works, Brislington, Bristol, 4. (364)

This company is the manufacturer of Top Dog brake and clutch linings, which are shown in forms suitable for all applications.

Tudor Accessories, Ltd., Benlow Works, Silverdale Road, Hayes, Middlesex. (287)

A recently introduced car interior heater is shown which is easy to fit to bodywork having no special heater provision. It takes warmed air from the radiator, and has an outlet unit with a small fan and controllable shutters. Another exhibit is a Coronation badge of chromium plate and enamels, which commends itself by its solidity of construction and pleasant design. Mirrors, sun vizors and lockable petrol caps and hand brake triggers are other products of this accessory maker.

Tungstone Products, Ltd., 3, St. Bride's House, Salisbury Square, London, E.C.4. (411)

Here is shown the full range of Tungstone starter batteries for various British cars.

Ernest Turner (London), Ltd., Northdown House, Northdown Street, London, N.1. (81)

A great many textiles are used in a car. Here are seen materials suitable for roof linings, draught exclusion, open car hoods, rugs, mats and carpets. The company also manufactures cellulose and synthetic enamel.

Tyre Products, Ltd., Palace of Engineering, Wembley, Middlesex. (400)

The thick and strong Typrod rubber link mats for cars and caravans are widely used by those who indulge in what may be called gumboot motoring. There have now been introduced pans or trays, which go under these mats and collect the sand and mud that pass through the open pattern of the links. The mats are also sold on their own, in a variety of colours.

United Dominions Trust, Ltd., Regis House, King William Street, London, E.C.4. (93)

Motor traders are provided with hire purchase facilities by the Trust.

United Motor Finance Corporation, Ltd., Stoke Park House, Slough, Buckinghamshire. (390)

This firm also provides financial facilities of all kinds for motor traders.

Universal Ball Bearing Repair and Manufacturing Co., Ltd., 111-115, The Grove, Hammersmith, London, W.6. (396)

Besides the activities implied in the title, this firm is also a wholesale factor that distributes the products of a great number of garage-equipment firms.

Universal Dampers, Ltd., Cranmore Boulevard, Shirley, Birmingham. (442)

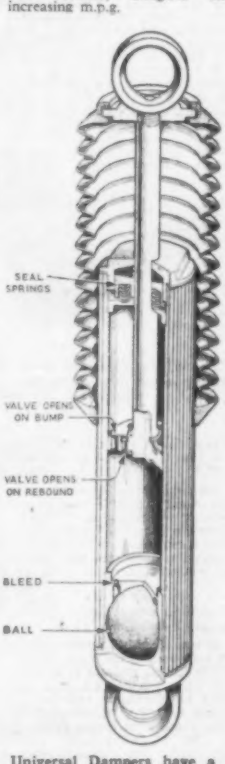
There is now a telescopic version of the Rotoflo suspension damper, and it is shown on the stand in such forms that its working can be easily understood. These dampers are, of course, filled with a material similar to liquid rubber. They supplement the Rotoflo lever actuated dampers, which have been in production now for several years, and which have been fitted in place of hydraulic dampers by a number of motorists, especially those having older cars.

Vandervell Products, Ltd., Western Avenue, London, W.3. (268)

Among the lined main and big end bearings shown in a considerable variety of material is a three-layer bearing. There are a number of bushes, including some made of graphite-impregnated porous bronze.

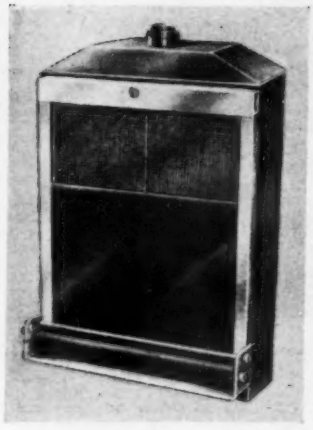
Vokes, Ltd., Henley Park, Guildford, Surrey. (300)

On this stand are shown air filters and silencers; also the full flow oil filters used by Rolls-Royce, Bristol and Alfa Romeo, and the part-flow filters used on certain Nuffield cars. An exhibit is the Gasmaster distribution rectifier, designed for increasing m.p.g.



Universal Dampers have a telescopic version of their Rotoflo models.

Accessories at the Show: continued



Another radiator blind, a new class of accessory at this year's show. This is by Welfit.

Watney Motor Accessories Co., Ltd., Blaby Trading Estate, Blaby, Leicester. (325)

Here is shown a Dragoman roof rack, which is a strong one with its cross members slightly curved to take the weight of the luggage. It stands on four feet, and there is one fastening on each side, incorporating a knurled knob. A clip goes under the roof gutter, and there is an adjustable bracket, so that the rack will fit any car. An unpainted version which can be painted to suit a coloured car, is shown at a lower price.



The Wipac Flexilink is a handy repair joint for petrol pipes.

Wayte, Smith and Co., Ltd., 76, Clapham High Street, London, S.W.4. (310)

An interesting accessory on this stand is the Topcyl upper cylinder lubricating device, primarily intended for its value after a cold start. The firm also makes Smog anti-misting dusters for windscreens.

Weathershields, Ltd., Bishop Street, Birmingham, 5.

It was recently announced that an improved Cosmic car heater, which has no radiator of its own but takes warmed air from the back of the car's radiator, is being sold by Weathershields, who show it in forms designed to fit many popular cars, especially the smaller ones. There is a Minx car converted to have a sliding roof and with a big exterior sun vizor, for overseas use. Loose covers, radiator muffs, arm rests for seats that have been made without this fitting, and ventilated cushions for hot countries, are other products shown.

Welfit Manufacturing Co., Ltd., Adelaide Street, Halifax, Yorkshire. (438)

Besides the tailored seat covers, extra cushions for driving seats, pads and tailored carpets, this firm has introduced a radiator blind. It is roller operated and the blind travels in its own stout frame, which is housed inside the "bird cage" between the grille and the actual radiator block of the car. There is a facia control and the blind can be set in any position. Accurate control of running temperature is obtained.

Wellworthy, Ltd., Stanford Road, Lymington, Hampshire. (383)

On this stand are seen piston rings and pistons with all the modern devices for extending life (such as granodizing for oil retaining properties) and with hard-chromium, anodized, tin-plated and diamond-turned finishes. There are valve seats and bearings and applications of the Al-fin process, in which aluminium and steel or iron can be bonded together. It is used for brake drums, cylinder linings, etc.

White Cross Insurance Co., Ltd., Kinnaird House, Pall Mall East, London, S.W.1. (85)

This is an insurance stand, where information about policies and other aspects are dealt with by the staff in attendance.

Whiteley (Rishworth), Ltd., Slitheroe Works, Rishworth, Nr. Halifax. (273)

Among the component parts shown are crown wheels and pinions, water pumps, swivel pins, steering linkages, and joints and shackle pins. Both British and American vehicles are catered for.

Wico-Pacy Sales Corporation, Ltd., Denbigh Road, Bletchley, Buckinghamshire. (284)

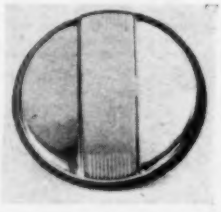
Here are seen the Wipac sparking plugs, which cost 3s 6d. The range has been extended to take in sports plugs. Oil cleaners with kits for fitting them to the car, magnetos for the replacement of distributors, petrol fillers, and horns, are other products; and there is an armoured neoprene petrol piping called Flexilink.

Wilmot-Breeden, Ltd., Amington Road, Birmingham, 25. (265)

Wilmot-Breeden make a great deal of the "hardware" fitted to cars—bumpers and overriders, locks and strikers, handles, window regulators, radiator grilles and all the other innumerable items on a car. Of particular interest are the latest rotary door locks, and the badges and motifs in vitreous enamel, three-dimensional plastics and other materials.

Wingard (M.A.), Ltd., Kingsham Road, Chichester, Sussex. (340)

Although the Wingard range of accessories is an extremely large one, the mirrors are of particular interest because of their great variety. Many of them are made to suit particular models of cars, and they all have replacement glasses as an easily available spare. One mirror is a prismatic one with trigger actuation that gives a normal image, or a non-dazzle reflection of diminished intensity. It has a telescopic mounting and universal adjustment. The range has been revised to suit modern bodywork style. Other products are adjustable wiper arms (with multiple blades), licence holders, reflector discs, flexible fuel and oil lines, electrical equipment, anti-freeze solution, tow ropes, and fuel pump diaphragm repair kits. Two small accessories of interest are a fitting that enables a spare wheel to be inflated from outside the car, without disturbing it in its locker, and a little flexible petrol pipe repair length, which is easily fitted on a fractured pipe, and worth having in the tool kit.



This Wingard plated licence holder is for curved screens.

Wood Auto Supplies, Ltd., Standard House, Huddersfield. (404)

This is a firm of factors, who supply traders. They handle ignition and lighting parts, tools, accessories, and garage equipment.

Jonas Woodhead and Sons, Ltd., 177, Kirkstall Road, Leeds, 4. (269)

The Woodhead - Monroe hydraulic telescopic damper, with its multiple valves that enable settings and characteristics to be widely varied, is the principal exhibit. The damper derives a special interest from the fact that it is possible to get conversion units for fitting it to cars with older types of damping. Suspension units, torsion bars, and coil, laminated and disc springs are also shown.

Chas. Wright, Ltd., Churchway, Edgware, Middlesex. (4)

Chas. Wright, Ltd., are makers of number plates and notices of all kinds. A recent introduction is letters and numerals of pyramid section in either a white or a silver finish.

Yorkshire Insurance Co., Ltd., 66, Cornhill, London, E.C.3. (435)

This company has expert staff in attendance for dealing with problems and requirements of visitors.



A Woodhead Munro combined spring and damper unit.

Young Accumulator Co., Ltd., Crompton House, Aldwych, London, W.C.2. (298)

Among the batteries shown for all makes of car are a 12-volt, 9-plate battery of low height for Ford Consuls and Zephyrs. Plates, grids, separators and other components are displayed to show the construction of Young batteries.

Zenith Carburetter Co., Ltd., Honeypot Lane, Stanmore, Middlesex. (225)

Zenith and Stromberg carburettors are fitted to so many cars that it is worth while for their owners to have a look at the large-section models that show just how they work. Also of interest are conversion units for replacing early Zenith carburettors with current models.

Zinc Alloy Rust-Proofing Co., Ltd., Shakespeare Street, Wolverhampton. (60)

The process alluded to in the title of this company is sheradizing, which, by a zinc spraying process, rust-proofs both small and large parts.



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ASK YOUR GARAGE NOW to drain and refill with

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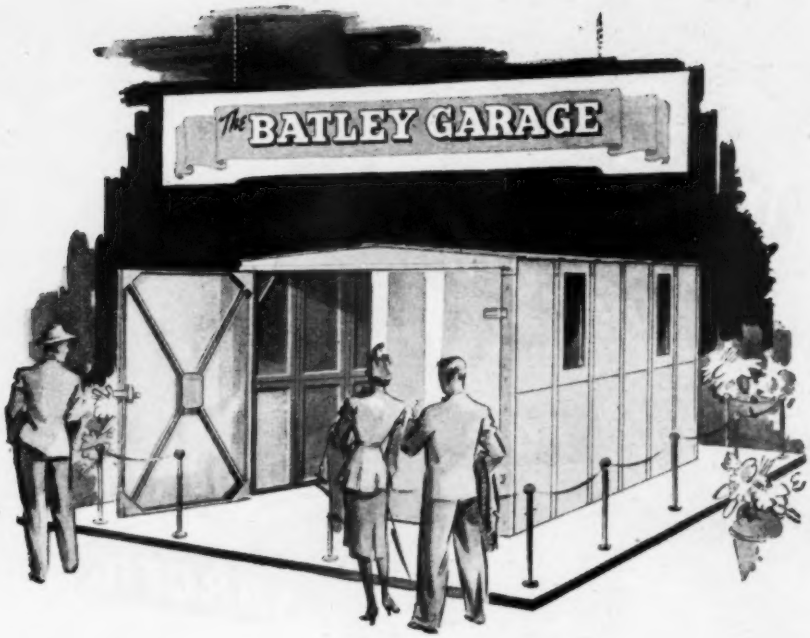
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The TYRE Stands

Avon India Rubber Co., Ltd., Melksham, Wiltshire. (207)

Avon are showing the H.M. tyre in a number of sizes. This tyre was designed and introduced two years ago with the particular intention of providing a higher mileage, and is now made in both standard and heavy-duty construction, and also in a Super Cushion version.

Bergougnan Tyre Co., Ltd., 95-100, White Lion Street, Islington, London, N.1. (211)

There is a new tyre shown on this stand. It is more resilient, it has a wider and flatter tread, which is also somewhat deeper, and the tread pattern has been modified to provide the most silent running possible. It is called Silent Comfort. In addition, the existing range of Silent Safety tyres and Bergougnan tubes are exhibited.

British Tyre and Rubber Co., Ltd., Herga House, Vincent Square, London, S.W.1. (202)

The British Tyre and Rubber Company has developed its Gilt-edged tyre to have a broad, flat tread, with greater road contact. In addition to tyres, there are on show rubber components, which include fan and dynamo belts, radiator hoses, anti-vibration mountings, oil seals, petrol pump hoses, petrol tubing and flexible pipes for oil and fuel feed lines.

John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester. (215)

All sizes of John Bull tyres applicable to modern cars have newly designed smooth side walls, which give an increased flexibility. The corbelled buttress which widens the tread is retained. Besides tyres, new



John Bull.

patterns of fan belts, and new convoluted radiator hoses, are shown. These convoluted hoses are designed for the very short length between engine and header tank in some current cars, which, if a more rigid hose were used, might cause the transfer of undesirable rocking vibration to the vulnerable radiator block.

Davies Tyre Co., Ltd., Davies Works, The, Hyde, London, N.W.9. (209)

Davies tyres are for the most part made with a circumferential tread with a slightly zig-zag edge and a marked buttress at the sides. Car tyres are shown in both standard and heavy-duty ranges.

Dominion Rubber Co., Ltd., 62-64, Horseferry Road, London, S.W.1. (203)

The Dominion Royal De Luxe has a wide and flat tread with a great number of gripping edges to ensure stability on wet roads. The Dominion Royal Air Ride is a tyre which has a larger than normal body combined with a narrower and flatter tread. The inner rows of the tread pattern are narrow and flexible and the outer rows wider.

Also to be exhibited is the Dominion Vented tube. To avoid the trapping of air between tube and cover which sometimes takes place in inflation, this tube carries raised parallel ridges with channels between them on its outer surface, and these channels permit free passage of trapped air to the location of the valve, where ridges and channels allow it to escape through the hole in the rim.



India.

Dunlop Rubber Co., Ltd., Fort Dunlop, Birmingham, 24. (214)

Besides a complete range of Fort, Cushion, Sport, Road Speed and Trakgrip tyres, which are shown complete and as sections of covers on well-based rims, this firm shows for the first time its Guardian safety inner tube. This has two compartments, the inner of two-ply fabric, with the valve arranged so that if the outer compartment bursts, the inner compartment will lose air slowly. The vehicle can be controlled and pulled up before the tyre is actually flat.

Firestone Tyre and Rubber Co., Ltd., Great West Road, Brentford, Middlesex. (204)

Firestone separate their tyres into De Luxe, Heavy Duty De Luxe, Super Balloon, and Heavy Duty Super Balloon ranges, all of which are represented on the stand, with inner tubes, rubber-covered valves and Firestone rubber-to-metal bonded parts. Firestone tyres have a characteristic zig-zag pattern.

Goodyear Tyre and Rubber Co. (G.B.), Ltd., Wolverhampton. (205)

This year at the London Show Goodyear have their new De Luxe All-Weather tyre, which has been designed with the principal consideration of gripping on wet and dangerous roads. The long-living Eagle tyre, with its wide flat tread, also has improved traction for wet roads in the shape of new stop notches. The Lifeguard double-chamber inner tube has been demonstrated all over the country this year with the driving of cars over sharpened steel spikes at high speeds. It will be a feature of the stand. The De Luxe Super Cushion Rib tyre is also shown.

Henley's Tyre and Rubber Co., Ltd., Milton Court, Dorking, Surrey. (213)

The new S.G. Super Cushion range of Henley tyres makes its appearance at the Show. It has been designed for the longest possible mileage without the sacrifice of the road adhesion factor.

India Tyre and Rubber Co., Ltd., 30, St. John's Wood Road, London, N.W.8. (208)

India tyres are made in two grades. The first is at a standard price, and the other, under the



Henley.

name of the India Super Air Cushion, at a slightly higher price. The company features on its stand the tyres which are fitted to Bentleys as standard equipment; super traction and sports tyres are also on view.



Avon.

Michelin Tyre Co., Ltd., Stoke-on-Trent. (210)

Supercomfort and Broadbase tyres are designed to run at really low pressures, that is 22 lb per sq in at the front and 24 lb at the rear. These very low pressure tyres have a good grip on the road, and give a comfortable ride. The Success tyres have an extremely supple casing and also run at low pressures. They are made in two types, zig-zag for normal use and "S" for fast cars driven on rasping or winding roads, when rapid wear might prove troublesome. Michelin also show the Nail-proof, a band of tough rubber which is fitted between the tube and cover and arrests flints and nails that have penetrated the cover.

North British Rubber Co., Ltd., Castle Mills, Edinburgh, 3. (212)

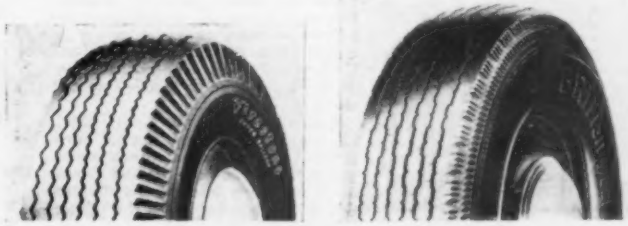
North British introduce their new Air-Tite safety tube. It has a feature which the makers call a "crowded crown," which compresses the tube in the region of a penetrating nail or flint, and gives a slow deflation instead of a sudden blow-out. It is made in the 6.50-6.70-16in and 6.00-6.40-16in sizes at present. There is a new anti-skid slotted tyre which is shown sectioned, with an Air-Tite tube inside it.

Palmer Tyre, Ltd., Herga House, Vincent Square, London, S.W.1. (201)

A new Palmer tyre for 14in rims makes its first public appearance on this stand. It is of generous sectional dimensions Also shown are standard tyres for 16, 17 and 18in rims.

Pirelli, Ltd., Pirelli House, 343-345, Euston Road, London, N.W.1. (206)

Pirelli's special tread pattern is shown in tyres of the Aerflex standard range, the Blue Riband heavy-duty range and in the Extraflex super cushion tyres. Inner tubes and Carflex wires and cables are also shown.



Firestone Super Balloon, and (right) Bergougnan.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Show Fever

MY main reason for going to the Show is, I admit, a childish liking for its colour and spectacle. I do not want to own a vermilion car, but I very much like to see such brilliant colours massed on the stands at Earls Court, with the overhead lighting scattering jewels over the body panels. Say what you like, the motor car is one of man's cleverest achievements, and the Show emphasizes the fact. It is also one of the devices that exercises the maximum pull on the buyer's pocket, as can be guessed from the number of visitors each year. If you want a deeper thought to play with at Earls Court, try to discover the reason why speed has such a fascination for mankind. "Give me a nice walk in the country," sighs modern man, and then off he goes to the air display at Farnborough or a Grand Prix at Silverstone. Do we hope to pack more into a lifetime by going fast? Are we chasing time as we have chased and overtaken sound? As the Americans say, I leave you with that thought, and hope you will enjoy the Show as much as I shall.

✦ ✦ ✦

Have a Blow

THAT fellow-Berkshireman of mine, Michael Brown, displays a reprehensible lack of knowledge of the "Blawn Stwun." (You remember he went to see it the other week.) This device can be "blown" in the sense that a bugle is blown—in other words, it amplifies the sound of air being passed between tight lips.

I doubt if a pure exhalation of air into any of the holes would reproduce a sound, though. There are one or two local experts at blowing the stone living in the neighbourhood, and the legend still goes that it had something to do with summoning the troops of Alfred against the Danes; this is no doubt as apocryphal as the association of Alfred's battles against the Danes with the White Horse itself. Both horse and stone are pre-Alfred.



Summoning the troops.

Olive Branch

IT is plain that I must put myself right with cyclists, who seem to take offence every time I mention them in this column. Gently, very gently, I would recall to them the number of occasions on which I have protested that I, too, ride a bicycle, and therefore speak as one of them. It is not even a sit-up-and-beg machine, but a sports with half-drops, rat-trap pedals and 26 by 1¼ tyres; its only concession to comfort is a free-wheel.

Riding the aforesaid, I am conscious of two worries—if the motorist behind has seen me and has observed that the



Put myself right.

state of the edge of the road prevents me from getting in any farther, or, if he is going mighty fast, will he give me enough clearance to reduce the back-draught effect to negligible proportions? The pip of the horn, about which I wrote a week or two ago, reassures me that everything on the four-wheeler is under control. Incidentally, I do not hear cars very easily when riding into the wind.

Most of those who rise in wrath at my notes on cyclists are clubmen. But the clubman is rarely faulted on the road and he is in the minority. The cyclist who—quite unthinkingly—exposes himself to danger owing to a lack of appreciation as to what is involved, is our Joe on the way home from work, riding one-handed, tool kit in the other, and with a batten of timber only half-lashed to the cross-bar. Or our Maggie, dashing home from the factory in order to reach the dance at 6 p.m. sharp, who decides that it will be quite safe to overtake her two-abreast colleagues in front, especially as she is calling out to them to get a move on. Unfortunately, in calling out, she has drowned the noise of a following car about to overtake her.

A motorist can, admittedly, stand on his brakes, but in the type of conditions I have in mind the result is that young Jim crashes into the back. Head down on sports bike, he has decided that a 30 m.p.h. car is just the vehicle to pace him home to tea. Now chaps, be reasonable; in drawing attention to these road user difficulties I am not "agin" anyone, but merely trying to sort things out for the benefit of all of us. The grim fact remains that, no matter how, cyclists get killed far too frequently.

✦ ✦ ✦

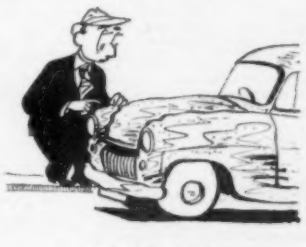
A.A.

AS a member, I await the outcome of the A.A. resignations with some interest, though it is not that of the vulture, for the moment I feel that I do not get value for my subscription will be the moment that I let it lapse. In the meantime, I deplore the witch-hunt going on in some quarters, particularly the references to individuals that are accompanied by a salary figure. If a man earns something over two thousand a year, and another one rather more, then good luck to them. I have a feeling that such figures are quite common in Fleet Street, and when Mr. Butler has done with them considerable deflation takes place. If A.A. members feel aggrieved at these salaries, then they have only to attend the A.A.'s a.g.m. and demand the resignations of the officials concerned. I beg leave to doubt if they would replace them at the price. On the larger issues raised by the two resignations I am not in a position to comment.

✦ ✦ ✦

Curiosity

A FORD Consul parked in London Wall aroused considerable interest during a recent week. It was in an apparently filthy condition, and stayed that way. Some excuse might have been offered by the label "Visitor to Britain" on the windscreen, as it suggested that the car had been subject to some hard going. However, a later notice in blue pencil explained the mystery. It read: "Please do not finger—it is waxed for shipping." It seems that so many people had been interested in the Consul's appearance that some had stopped to give it a rub, thereby weakening the protective film.



Waxed for shipping.

NEWS and VIEWS

I.M.E. Clayton Lecture

ON Tuesday, November 4, a James Clayton lecture entitled "Automatic Transmissions in America" will be given by Mr. Charles A. Chayne, B.Sc., M.S.A.E., at the Institution of Mechanical Engineers, Storey's Gate, St. James's Park, London, S.W.1. Mr. Chayne is a particularly eminent authority on this subject, being vice-chairman in charge of engineering of the General Motors Corporation of America.

German Car Ceases

THE German Champion company at Paderborn, turning out Germany's smallest car, a two-seater all-steel coupé with a rear engine of 400 c.c., has now been forced to stop manufacture. The company, which had moved from Württemberg to rented premises on the Paderborn airfield about one year ago, had to relinquish them again, as they were needed for military purposes. The management hopes to find new premises.

Lea-Francis Designer

MR. FRANK W. MAY has joined Lea-Francis Cars, Ltd. as chief designer, after being design office chief of B.R.M., Ltd. for five years. Before the war he was with E.R.A., Ltd., and he also assisted in the design of the Autovia car, which was built primarily of Riley components. During the war Mr. May was engaged on engine design and development with the Daimler company.



Mr. Frank W. May.

Speed Limit Warning

PROSECUTIONS for exceeding the speed limit in the Redhill and Reigate areas have shown a considerable increase, especially on two stretches of the Brighton Road at Lower Kingswood and Hooley. Readers will recall that reference has already been made in *The Autocar* to the repercussion, some distance away, owing to a freak of local administration boundaries, at Dorking police court.

Following the suggestion recently made by the Chairman of the Dorking Court, the A.A. warns motorists to look out for short restricted sections of main roads where special care is needed.



This is the new bonnet emblem introduced by the Vauxhall company. It is reminiscent of earlier mascots, but it blends well with the current body style. The price is 18s 6d.

2,000 Through PX

AMERICAN Service personnel have now bought 2,000 Nuffield cars through their PX service (the American serviceman's NAAFI). Most of the cars were M.G.s and Morris Minors, and they earned a total of 3,000,000 dollars.

Rootes Visit

A RECENT distinguished visitor to the factories of Rootes Group was Field-Marshal the Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O. The Field-Marshal, who used a Humber staff car throughout the North African campaign, was presented with a statuette of a subaltern in 1908 uniform, the year in which Viscount Montgomery was gazetted to the Royal Warwickshire Regiment.

Licence Reminders

IN the House of Commons Mr. Martin Lindsay asked the Minister of Transport what was the cost of sending out annual reminders, when driving licences were renewable; and approximately how many people were employed in this task.

Mr. Gurney Braithwaite said that the issue of these reminders was incidental to the work of the staffs of local authorities engaged in collecting motor tax and issuing driving licences. He would not be justified in asking all the taxation authorities to undertake an estimate of the proportion of the time of the officers concerned in providing this useful service.

Bedford Transmission

A TWO-SPEED axle, and not an auxiliary gear box, is an optional extra on Bedford trucks. The position was wrongly stated in *The Autocar*, October 3.

Branded Fina

BRANDED fuels made by the Fina Petroleum company will be blended and balanced to a minimum octane rating of 80, says the company, and will cost about 3d a gallon more than the standard Fina, which will correspond with the present Pool petrol. The company claims that the new fuel will be the highest-grade spirit capable of being produced by catalytic cracking methods.

Road Transport Law

FOR many years *Road Transport Law* has been an outstandingly good reference book on all the legal aspects of carrying goods by road. Now published in its eighth edition, the work of the late L. D. Kitchin, A.M.Inst.T., has been thoroughly revised by E. K. Wenlock, of *Motor Transport* and *Bus and Coach*.

Its usefulness to motorists associated with the road transport industry is owed not simply to the comprehensive information that it contains, but to the easy way in which the layman can find what he wants. It is published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, price 8s 6d or 8s 10d including postage.

LORDS DEBATE

"ZEBRA crossings have caught the public eye and can fairly be said to be a real success," said Lord Leathers in the House of Lords last week. He was replying to a debate on road accidents, initiated by Lord Hampton, and he went on to state that the number of deaths and the numbers of seriously and slightly injured were significantly down as compared with those for last year. In fact, the trend of accidents, which had been steadily rising since the end of the war, had actually been reversed. He would not say, of course, that they could attribute to zebra crossings the whole of this fall, but he had no doubt that they had been largely responsible. Arrangements were now well in hand for the lighting of the beacons and before long the flashing beacon would become a familiar sight to road users.

Lord Leathers also referred to the new Highway Code. The Ministry had decided, on the advice of the road safety committee, to re-write the Code in a more crisp and effective manner and to issue an entirely new edition. They could not agree to a complete change in the status of the Code, such as giving it the force of law, as had been suggested in some quarters. That would be unreasonable to road users and would tend to bring the Code into disrepute. The Committee on Road Safety had, however, made a further suggestion that the Code could become a more effective weapon if greater use could be made of it in the courts.

They suggested that it should be possible to use a breach or an observance of the Code as *prima facie* evidence in the courts. At present, breach or observance of the Code could be relied on in the Courts only as "tending to" establish or negative responsibility. Experience had shown that this rather tentative wording of the Road Traffic Act of 1930 was inadequate. The suggestion of the committee was most interesting and was being studied with great care, but it would involve amending legislation and, therefore, he could not be more definite on that occasion.

AUSTINS CONSOLIDATE

THE A.40 SOMERSET COUPÉ AND A NEW VERSION OF THE A.135 PRINCESS MAKE THEIR DEBUT

WITH a range of models which cover a wide field and which have all been kept up to date, the Austin company may be said to be consolidating its position. Thus there are no radically new models, but the A.40 Somerset coupé is an attractive addition to the range, and a new version of the large and comfortable A.135 Princess and also a Vanden Plas limousine, make their bow at the London Show.

Smallest of the Austins is the Seven, or A.30, which aroused so much interest when it was announced a year ago. It is a four-door, four-light saloon and so well proportioned that it does not appear a small car. Although its wheelbase is only 6ft 7in, somehow the seating has been contrived to fall within it, the rear seat squab being about in line with the axle.

It is, in fact, cleverly designed round the seating necessary for the comfortable transport of four adults—that important consideration being settled first, then the dimensions and outline of the body shell being determined, and the disposition of the mechanical units being finally planned. The A.30 is unique among the Austins in being of integral construction; there is no chassis and the all-steel body shell takes all stresses.

In its design all details have been carefully studied. For example, the exposed door hinges make it possible to avoid a thicker door section, which would entail either a loss in interior width or an increase in external width. The hinges are also so arranged that they do not interfere with the efficiency of the door dust-sealing, an important point in view of the export business. Soldered joints are also avoided in the construction of the body.

Similarity to A.30

The A.40 Somerset four-door four-light saloon closely resembles the A.30 in appearance and was introduced in February, 1952, in place of the previous four-door, six-light Devon. The all-steel body adds appreciably to the overall stiffness of the chassis and is wider than the Devon by 1½in at elbow height and 4in at floor level. The four-light design has also made wider doors possible, and they are, indeed, identical with those of the A.70 Hereford. In fact, the A.30, A.40, and A.70 saloons are all very similar in appearance.

While these three saloons form, as it were, the backbone of the range, there is also the A.40 sports, a two-door four-seater with an all-metal body having a folding hood which stows away very neatly when it is desired to have the car open. With its higher compression ratio of 7.2 to 1 and twin carburettors it has a lively performance for its size and is distinctive on the road for its very modern frontal treatment with a wide radiator grille. This is the model which went round the world in 30 days in the summer of 1951.

The new A.40 Somerset coupé resembles the A.40 saloon in its general lines, but has a single wide door at each side. Quarter lights are pivoted and swing down into the body sides if desired. The hood is of three-position type, as it may be used in the de ville manner, the front being open but the rear seats covered.

The largest car of the range is the A.125 Sheerline with standard coachwork, the saloon having a wheelbase of 9ft 11½in, while that of the limousine is 11ft. The specification remains unaltered, and that of the A.135 Princess is similar except that the engine has three carburettors and a slightly higher output. An improved model of the Princess, which has special coachwork by Vanden Plas, makes its appearance at Earls Court.

The Vanden Plas limousine has seats for three in front and for three at the rear, with two extra occasional seats. It has a slightly lower floor than the saloon and a higher roof line, rear windows taken well back into the quarter panels, and a wider rear light. These features, in conjunction with the slimness of the cast aluminium-bronze windscreen pillars, afford excellent all-round visibility from this large car. Besides the increase in the wheelbase, to 11ft, the rear axle is 2in wider. The radiator has been moved a little forward, so that a slightly longer bonnet may match the longer body, and the top edge of the luggage locker lid has been carried on into the short rear deck, giving a deeper aperture when the lid is lowered.

Except for the increases in wheelbase and rear track, the limousine is mechanically similar to the saloon.

HIGH ECONOMY A.C.



Built in the light of experience gained in the manufacture of the three-wheeler for disabled persons, the A.C. Petite offers comfortable seating for two.

A STEP in keeping with the times that is of considerable interest has been taken by the old-established firm of A.C. Cars, Ltd., Thames Ditton, Surrey, in introducing a runabout known as the Petite. It is not surprising that although this originates, of course, from a firm well known for many years past for its orthodox full-scale 2-litre six-cylinder car the Petite should be a three-wheeler, for great experience in this type of vehicle has been gained by the firm in building for some time past to Government contract the three-wheeler for disabled persons, which is a familiar sight on British roads. It is not uninteresting to reflect that the A.C. company entered the industry, in the early years of the century, with three-wheelers, the Autocarrier and the Tricar.

The Petite has a Villiers 346 c.c. single-cylinder two-stroke engine. As seen in prototype form recently, it is an attractive little vehicle, well finished, and to inspect it at once brings to mind the many ancillary uses to which such a vehicle could be put—shopping, journeys to the station, and so forth—by the owner of a normal car, quite apart from its more serious possibilities as a low-priced and very economical sole means of transport.

Integral chassis and body frame construction is employed, in conjunction with aluminium panelling; the body is attractive and practical in having a quick-action roll-over type of opening fabric head. There are two doors and the driving position is comfortable. Seating width at elbow height is 43in. An electric starter motor is fitted.

Briefly, as regards mechanical specification, the single front wheel is suspended by two coil springs and the independently mounted rear wheels also have coil springs, controlled by direct-action dampers. The engine, gear box and differential are mounted on rubber at the rear. The primary drive to the gear box is by V-belt and the final drive by chain. There are three speeds forward with ratios of 6.01, 11.12 and 23.25 to 1. The gear lever is on the steering column and the controls correspond with normal car practice.

The main dimensions are: track 3ft 6in, wheelbase 6ft 0in, overall length 10ft 3in, width 4ft 7in and height 4ft 5in; weight 7½ cwt. A fuel consumption of 60-70 m.p.g. and comfortable cruising at 30 m.p.h. and a maximum of 40 m.p.h. are claimed. The price is £255 plus purchase tax, on the home market, of £143 10s. Production is expected in the late winter or early spring.



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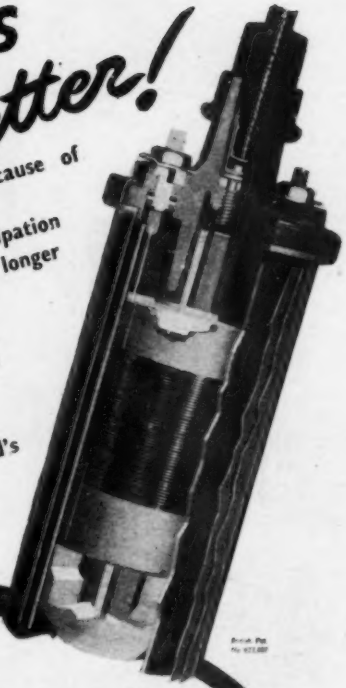
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Though the bathing is unsafe, Polperro (Cornwall) still continues to attract large numbers of summer visitors because of its picturesque narrow streets and beautiful coast scenery.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

PRESTIGE

Racing Success Means Little in Nigeria

[64494.]—May I, as a transport manager residing in Nigeria, comment rather belatedly on the remarks in the letter [64339] from a reader in Port Said on the value of racing successes as propaganda?

Out here the average person knows and cares nothing for the successes of Jaguar or Jupiter; they will sell cars only to a small percentage of Europeans. What is needed is the certainty that one can walk into a garage and get a repair or service job done at a reasonable figure, and in a reasonable time.

The useful life of a vehicle in West Africa, in Nigerian hands, is about three years, very often less. Before the expiration of a year, spares will be needed and there are not half enough sent out here, in many instances. If there is no agent in the district, then I do my best to dissuade a potential buyer of that particular make. It means trouble for me, and often months of inconvenience for the purchaser. I have seen this with American cars, and also British manufacturers who are content just to have one foot in the country.

A more difficult problem is the racketeering in spares by the agents. Electrical spares are handled by one company at reasonable prices, yet another company increases the price of a head lamp bulb to 10s 6d, while another sells them at 15s. Six months ago the last company sold them at 21s. There are many other price variations which I am sure would not stand investigation. It is often these European (not British) firms which besmirch our reputation.

The aim of a large percentage of Nigerians is to own transport, graduating from a roadside stall to perhaps a corn grinder, and then a taxi (Ford Prefect or Morris Minor). The taxis carry anything for cash, sides of beef or corpses. Besides this, the vehicles are often hired for a fixed sum to a driver, who tears round the town like a maniac, with his thumb on the horn button, trying to make 500 per cent profit.

This is a very brief insight into some motoring problems in Western Nigeria. I suggest we do not want salesmen or racing propaganda here, but a regular and intensive check up on spares, by competent storekeepers, who know their part numbers from A to Z, and prices too. Let them have racing propaganda in the U.S.A., but it is too early for Nigeria.

Many thanks for the cheerful and interesting articles in *The Autocar*. My African mechanics almost "scrap" for old numbers.

Ibadan, Nigeria. N. G. BREBNER.

STARTING PROCEDURE

Standardization Necessary at All Race Meetings

[64495.]—As an R.A.C. scrutineer I have the opportunity of being on the starting line at many of the races held in the British Isles and I am sure that all competitors will agree that there should be some standardization in starting a race. As

CORRESPONDENCE . . . . . continued

examples of the wide variations employed one can quote the last Goodwood meeting when, for the early races, the flag was raised for 10 seconds, but this was later changed to five seconds as it was found that certain cars employing clutchless self-changing gear boxes crept at the start. Many Goodwood competitors ran at Castle Combe, where the starter suddenly raised the flag and immediately dropped it. One competitor, who made a bad start, told me afterwards that the flag was raised and dropped during the time he glanced at his rev counter and he was astonished to find cars milling around him.

Surely these wide variations in starting procedure are liable to cause serious damage to cars and possibly competitors, and I seriously suggest that the R.A.C. in consultation with the clubs and starting officials should agree on a unified procedure.

JOHN GILBERT, Assoc. I.E.E., M.Brit.I.R.E., A.Mus.T.C.L., M.I.M.I.T.

London, N.7.

COURTESY

Belonging to a Past Age?

[64496.]—I have reluctantly come to the conclusion that courtesy on our roads is hardly discernible. I have recently been running-in a reconditioned engine at the accepted average speed. Consequently I have driven with one eye on the driving mirror, and upon perceiving the approach of a vehicle from astern have maintained a good left-side-wheel-in-gutter position, and handed out the appropriate "I am ready to be overtaken" signal when conditions permitted.

Signs of appreciation came from lorry and coach drivers sometimes, from motor cyclists almost invariably and from motorists not once.

I wonder if others have noticed this declining fellowship which once prevailed amongst motorists? When extending courtesy in other directions, acknowledgment is very seldom received.

STANLEY T. HUNT.

Worthing, Sussex.

LB PER SQ IN

Every Gauge Tells a Story

[64497.]—Having followed the various letters on the controversial subject of oil gauges with interest for some time past, I feel it is time mention was made of another very useful purpose served by this instrument, which, up till now, has been completely overlooked by all past correspondents.

I am the possessor of a 1927 square-nose Morris tourer which has had a hard life (and we do not keep our cars in glass cases down here), and which has been used in all weathers and on all types of roads with heavy loads. I feel sure you will be interested to hear that the instrument to measure lb per sq in is also used as a speedometer.

The original speedometer gave up the struggle on its second time round, but our little friend the oil gauge still keeps on, without any fuss or burst connecting pipes, providing such information as approximate speed, heat of water, and the amount of oil in the sump. All are only approximate, but it is reliable. Of course, it must be remembered that, with temperatures varying between about 40 deg and well over the 100 deg mark, the information must be read with common sense, but after practice it is quite safe to pace a patrolling police car with confidence.

It is to be hoped that this information will not offend those advocates of red warning lights. I understand fully that this applies only to vintage cars not fitted with by-pass valves. This letter is intended as a conclusion to a subject already well covered by your more sober correspondents.

G. BUTTERWORTH.

Lane Cove, New South Wales.

LABOUR CHARGES

The Guarantee a Hollow Mockery

[64498.]—In your report of the Paris Salon (*The Autocar*, October 10) you comment upon French Ford's announcement of a revised scheme whereby their redesigned model, the Vedette 53, is guaranteed for 30,000 miles, or 12 months, the guarantee to include both materials and labour.

Nine months ago a friend of mine took delivery of a well-known British model costing over £2,000. Since then there has been a succession of defects which included a collapsed piston, failure of both rear shock absorbers, faulty cylinder head, badly worn track rod, and even the necessity to refix the chromium strip which had come away from the body.

Labour charges totalling a considerable number of pounds have been paid for the work carried out under guarantee. This, surely, is a diabolical state of affairs when you consider that the purchase price of the product amounts to a small fortune. Shoddy material is often replaced by something just as inferior by inexperienced staff and all the time the owner continues to foot the "labour only" bill. This is in addition to the inconvenience suffered while one's car is off the road for lengthy periods.

Manufacturers in this country would do well to follow the example shown by the French Ford organization. Perhaps, when they agree to cover labour costs during the guarantee period, steps will be taken to ensure that the original product is subjected to a very close scrutiny.

G. SUTTON.

Birmingham, 26.

MARGINAL MOTORING

Austin Seven Still Out of Reach for Many

[64499.]—In the last paragraph of the Road Test of the new Austin Seven (*The Autocar*, October 10), it is stated that it "caters for the marginal motorist in the way the original Austin Seven did many years ago."

A more misleading statement would be hard to find, and I feel sure that something much cheaper will have to be marketed before the original Austin Seven public can afford to rejoin the ranks of their more fortunate friends.

If it is supposed that the marginal motorist can pay £553 14s 5d for the present Seven, then it is a margin of which many of us will never even reach the edge.

K. A. MACDONALD.

Ringwood, Hampshire.

GOOD SAMARITAN

Not Only Found in Ireland

[64500.]—Mr. C. M. Barling's letter [64456] regarding his reasonable spring repair in Southern Ireland did not leave me gasping, and I cannot resist a word or two in defence of the Irish garage proprietor's opposite number in this country.

I had a similar experience when starting out for a holiday in August, but in my case three leaves of a front spring of my 1935 Humber Twelve were broken by one of the numerous half filled trenches left by the Electricity Board. The local garage proprietor completed the repair in precisely one hour and twenty-five minutes, cannibalizing three leaves from a spring belonging to a different model and making the necessary alterations to make them fit, and the change out of five pounds which Mr. Barling is wondering about amounted to exactly four pounds seven shillings. So perhaps the English garages are not so bad after all.

A. LOWE.

Stockport, Cheshire.

APPRECIATION

Excellent Organization in the London Rally

[64501.]—Through the medium of *The Autocar* we would like to express our great appreciation, and I am sure that of many other competitors, to Mr. and Mrs. A. G. Imhof and their excellent team of helpers in the London Motor Club's London Rally.

As one of us has competed in numerous rallies for the last 20 years we would like to say that the organization was the best of any rally in which we have participated in this country.

E. AINSWORTH, J. BECKETT.

Bolton, Lancashire.

THE DRIVING TEST

Details of the Technique in Approaching Corners

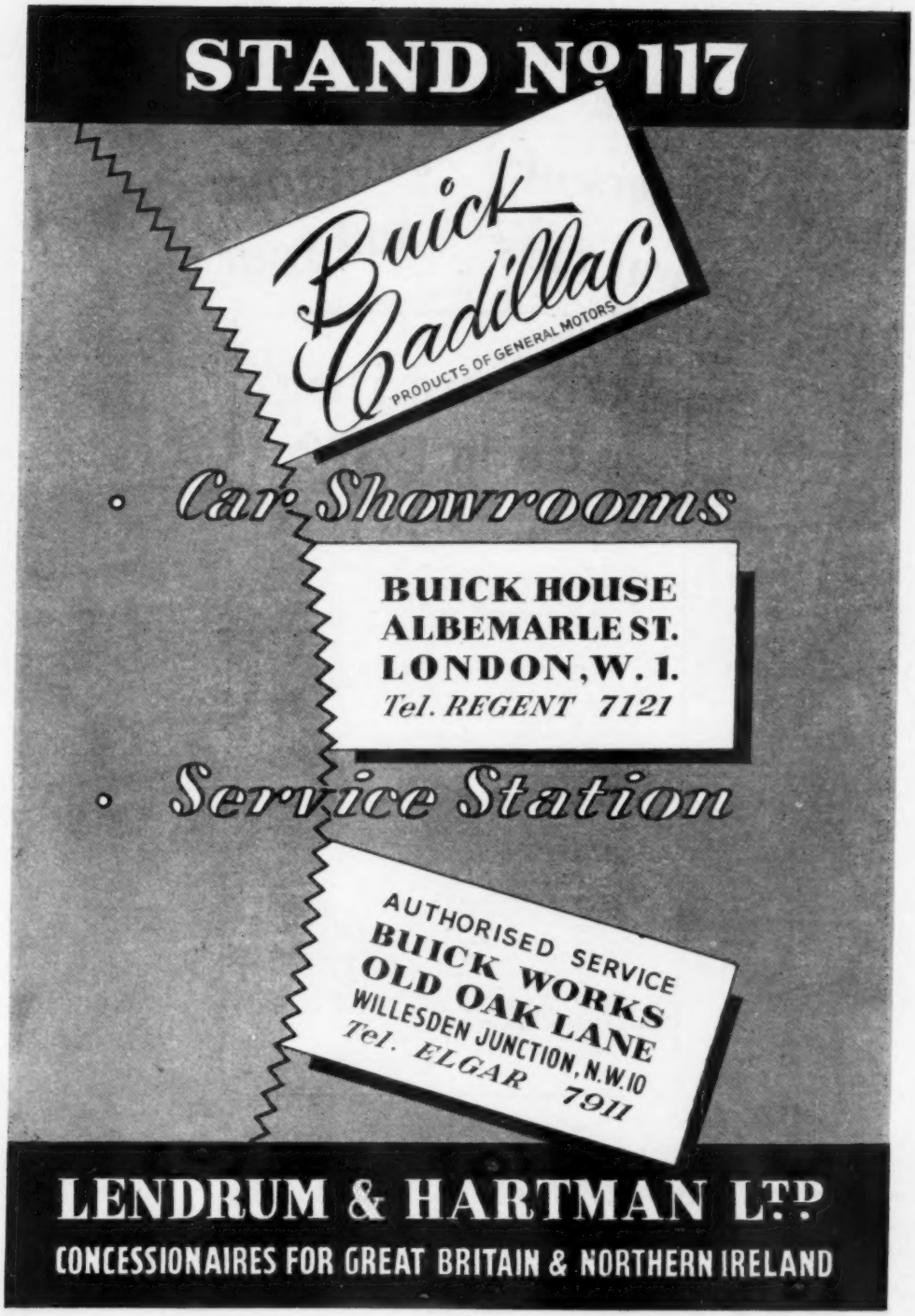
[64502.]—In reply to the recently published letter [64479] about a young motorist who failed in the driving test for not changing down on approaching corners, and omitting to use his mirror, we feel it may be of interest to him, and possibly to some of your learner-driver readers, to hear the routine for approaching corners that is required in the driving test.

1. Glance in the mirror (particularly important on a right-hand corner, as otherwise you might just signal, and pull out into a vehicle overtaking you at the time). 2. Signal as laid down in



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CORRESPONDENCE . . . . . continued

the Highway Code, left or right as the case may be. 3. Bring car to correct road position (into the left if you are turning left; if the road is a wide one, when you are turning right, out to the crown of the road but not over the while line). 4. Brake gently. 5. If in top gear, change down. 6. Be ready to stop (if at a "Halt" sign junction, or if your view is restricted, a definite stop is required). 7. Accelerate only when sufficiently round the corner to see that the road is clear.

Your Correspondent also suggests that the fee for a second test should be reduced, but I believe (I stand to be corrected on this point) that the examiners' salaries and the various expenses for the driving test, already exceed the revenue from the test fee of 10s.

TERRY LINACRE.

Liverpool, 22. Terry's Motor School.

Should it Recur Every Three Years?

[64503.]—I read with interest letter [64479] and note that your correspondent seems to regard the fault of not using one's rear mirror as something of secondary importance, whereas all good drivers will realize how wrong he is. I have so little confidence in some of my friends that I hesitate to ride with them, yet they have all passed their test. The only reason I can see that they have not had any accidents is because of the alertness and experience of the majority of remaining drivers.

Do readers think the test should be harder, and would they have any objections to being tested every three years?

I have read your excellent journal for two years now and never fail to find it of ever increasing interest. G. A. YEO.

Manchester, 20.

"NUMBER PLATE MISCELLANY"

A Three-letter Registration Dating from 1911

[64504.]—In the article "Number Plate Miscellany" (*The Autocar*, October 3) the writer states that the three-letter number plates were introduced in 1933. I have, however, in my possession a photograph, taken in 1911, of my late father seated upon a platform lorry made by Karrier Cars, and this vehicle has, on its number plate, CXC-407.

Needless to say, the vehicle has no cab, it is chain driven and has solid tyres. H. SUTTON.

Bradford, Yorkshire.

"NO PARKING" SIGNS

Should be More Conspicuous

[64505.]—I should much like to know who decides on the positions in which "No Parking" and "Restricted Parking" notices are placed.

I have noticed, both in London and elsewhere, that these notices are sometimes placed with the circular plate at right angles to the road—which, of course, renders them conspicuous to any driver—but more often the plates are parallel with the road, in which case, as they are usually between seven and eight feet from the ground and present only an edge to the driver, it is difficult to notice them at all. There seems to be no rigid system in the siting of these notices and I cannot imagine what objection there can be to fixing them so that the plates are always at right angles to the road.

There must be many cases in which drivers have been summoned for illegal parking and have quite reasonably pleaded that they did not see the notices. It would be interesting to know what view magistrates take of such cases.

Northwood, Middlesex. R. P. HUMPHREYS.

BATTERIES

Anomalies in Present-day Prices

[64506.]—When the price of lead jumped up to £200 per ton after the last war, car battery prices were promptly and accordingly increased.

Now that the cost is down to £92 per ton, we, the ever suffering motorists, see no move on the part of the battery manufacturers to reduce their prices. I will go further and wager that, when they do, it will almost certainly be by the usual ridiculous five per cent.

The above comments apply equally well to rubber prices and tyre manufacturers. A. IBRAHIM.

Sheffield, 7.

EMERY CLOTH

How to Clean the Faces of a Joint?

[64507.]—I took my car into the local garage recently and it was found that the cylinder head gasket had blown in several places. The mechanic on the job had cleaned the cylinder head surface with emery cloth and I watched him proceeding to clean the block surface in the same way.

This seemed to me to be entirely wrong and contrary to all my training as an engineer, and when I mentioned it the mechanic replied with surprise that they always do it that way, and how else could it be done?

I consider that the use of emery cloth or similar abrasive anywhere in an engine is wrong. What do others think about this? ABRASIVE.

Leicester.

INTERSECTIONS

Unusual Method of Turning Right

[64508.]—The method of turning right at intersections in use in some, but not all, the capital cities of Australia is interesting. Traffic desiring to make such a turn keeps left, as near to the kerb as possible, when approaching the intersection at which the right turn is to be made, and turns partly left when the intersection is reached. It then swings right, taking its place at the head of the traffic waiting to make a straight crossing of the intersection. For this purpose the traffic lights are placed well back from the intersection. The arrangement works very well in practice but it is clearly only applicable when roads are reasonably wide. WALTER GRIFFITH.

Warlingham, Surrey.

LAMP POST PAINTERS

You, Too, Can Have a Star Spangled Car

[64509.]—Look out for the careless individuals who may be employed by your local council to paint dilapidated lamp posts. Recently I was foolish enough to leave my car underneath such a lamp post. On returning I found that the paintwork of the car had acquired a spotted coat of aluminium paint. Fortunately, with the aid of a little petrol, I was able to remove the spots before they had dried. D. BROWN.

London, S.W.11.

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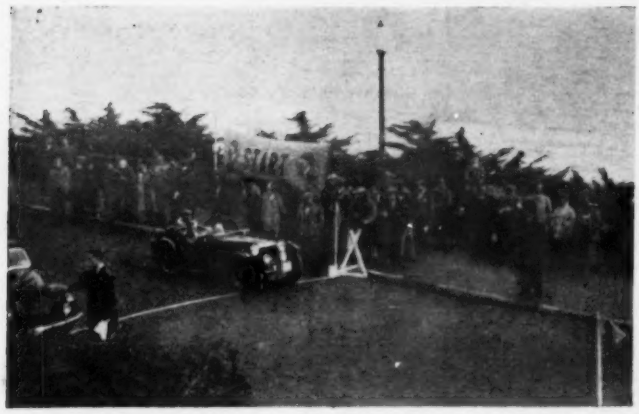
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The start of the final test on King Edward Parade, Eastbourne, in the Eight Clubs Rally last weekend ; V. F. Gordon's M.G. TC awaits the starting signal.

THE SPORT

by J. A. COOPER

PRELIMINARY news of the plans for next year's Le Mans 24-hour race indicates that a rule will come into force forbidding any driver from remaining at the wheel for more than 80 laps (about 650 miles) without relief, or for more than 18 hours in total out of the 24. This is, I think, a sensible regulation; although we all know that the whole thing *can* be done single-handed, yet I don't believe that every driver could do it, and the race is both too crowded and too important to form the scene for individual demonstrations of this nature. Provision may be made for the nomination of a third driver, to act as relief in case of illness or injury to one of the normal two, and who would be allowed to take over only by special permission of the stewards.

In 1953 the regulations will once more call for the same diameter and width of wheel rim to be used at front and back of each car. But, unlike last time, larger tyres may be fitted to the back wheels; the organizers may limit the difference between the front and rear tyre sizes, but, as the same rims must be fitted, it is hardly likely that any great discrepancy will arise. The lowest point of the doors must be not more than 60 cm (just under 2ft) above the ground level (Mercedes, please note!), and no fuel tank or spare wheel may be placed in what would normally be the passenger seat of the car.

There will no doubt be many other points of interest to discuss when the regulations are published, but more of that later.

FURTHER news from the F.I.A. conference brings the information that the new formula 1 (2,500 c.c. unsupercharged, 750 c.c. supercharged) is duly ratified to come into force on January 1, 1954, and that the existing formula 3 (500 c.c. unsupercharged) is given an extra year of life until the end of 1954, before which time its position will have been reviewed. In 1954, all Grand Prix and world championship events will have to be run under formula 1 rules, unless fewer than three manufacturers should actually be ready with cars to that specification at that time—which seems unlikely, if only half the plans of which one hears come true. Another 1954 stipulation will be for medical examinations for drivers before each Grand Prix race.

Two classes have been laid down for the use of turbocars, on a weight basis, the figures being under and over 1,000 kilograms (fractionally under a ton). A ban on the use of toughened glass (actually, any glass which may be rendered opaque by a sudden blow) in the windscreens of cars in sports car races is being considered—this is, of course, already imposed in this country by the R.A.C. Finally, following some criticism of certain circuits on the grounds of safety, a sub-committee consisting of F. S. Barnes (chairman), Piero Taruffi and Albert Divo has been appointed to examine this problem.

ANOTHER decision taken at the same conference in Paris concerned the establishment of a European rally championship. This will be run on a rather similar basis to the world championship for racing drivers; for 1953, the best four performances put up by a competitor in the course of ten specified international rallies will count for the final classification. The events chosen are the Monte Carlo Rally (January 20-27), Sestrière Rally (February 26-March 3), R.A.C. Rally of Great Britain (March 23-28), Tulip Rally (April 26-May 2), Travemunde Rally (June 4-7), Rally of the Midnight Sun (June 13-16), Alpine Rally (July 10-16), Liége-Rome-Liége Rally (August 19-23), Viking Rally (September 10-13), and the Lisbon Rally (October 13-18).

Counting the Monte Carlo as French, this means that there are two French rallies, one Italian, one British, one Dutch, one German, one Swedish, one Belgian, one Norwegian and one Portuguese—an excellently international selection. This should be a very popular move, and will no doubt increase the international character in the entry lists of several of these events to a considerable degree.

IT is announced that the Car Division of the Bristol Aeroplane Company has purchased the G-type E.R.A., which utilizes a Bristol engine and has appeared in many of this season's formula 2 events with Stirling Moss at the wheel. This will presumably be used to further the investigation of the relative importance of low weight and drag reduction in car design which is a continuous process of this department.

For 1953, E.R.A., Ltd. is producing a single-seater formula 2 car in the design of which the lessons learnt during this season will play a large part; the car will be very light, and will again use the Bristol power unit. It is rumoured, however, that an entirely new engine is in course of development for use in 1954, when the formula changes to 2,500 c.c. unsupercharged or 750 c.c. supercharged.

THE new Healey Hundred, which is described elsewhere in this issue and which is a Show surprise, has come out with a bang by going over to Belgium and capturing some Belgian national sports car records in Class D (2,001-3,000 c.c.). It covered the flying mile at 110.974 m.p.h., the flying kilometre at 111.734 m.p.h., and the standing kilometre in 32.67 seconds, at 68.473 m.p.h. These are excellent figures for this size and type of car.

COMING SHORTLY

UNTIL NOVEMBER 1. London Show, Earls Court.

OCTOBER 24.—Bugatti O.C. Annual dinner-dance, Dorchester Hotel, London, W.1.

24.—Riley M.C. dinner-dance, Park Lane Hotel, London, W.1, 7.15 p.m.

25.—Harrow C.C. Cottingham trial, King's Arms, Stokenchurch, Buckinghamshire, 11 a.m.

25.—Bentley D.C. Annual dinner-dance, Dorchester Hotel, London, W.1, 7 for 7.45 p.m.

26-26.—Leeds University Union M.C. Inter-Varsity Rally, Newcastle-on-Tyne, Birmingham and Cambridge.

25-26.—Tunbridge Wells M.C. Night navigation rally, King's Head, Wateringbury, Kent, 9 p.m.

26.—Seven-Fifty M.C. Speed trial, Tarrant Rushton airfield, near Blandford, Dorset, 1 p.m.

26.—North London M.C. Navigation competition, Hadley Highstone, Barnet, 2.15 p.m.

26.—Vintage S.C.C. (Eastern Section). Rally, Bridge Hotel, Bedford, 12 noon.

26.—Sunbac. Vesey Cup Trial, Sandford Hotel, Church Stretton, Shropshire, 10.30 a.m.

26.—Maidstone and Mid-Kent M.C. Bossom Trophy Trial, Haynes Garage, Ashford Road, Maidstone, Kent, 11 a.m.

26.—Leicestershire C.C. Lonsdale Trophy Trial, Lee Street Car Park, Leicester, 2.30 p.m.

26.—W.O. Club. Social evening, Cathedral Hotel, Milford Street, Salisbury, Wiltshire, 7 p.m.

27.—Half-Litre C.C. Extraordinary general meeting, Rubens Hotel, Buckingham Palace Road, London, S.W.1, 7.30 p.m.

29.—Berkhamsted M.C. and C.C. Noggin and natter, Three Hammers, St. Albans, Hertfordshire, 8 p.m.

1.—Scottish S.C.C. Anniversary Run, Autoport Garage, Milngavie, Dumbartonshire, Scotland, 2.15 p.m.

1-2.—Sheffield and Hallamshire M.C. High Peak Two-Day Sporting Trial, Rising Sun Hotel, Bamford, Derbyshire.

2.—R.A.C. Veteran car run, London to Brighton, Hyde Park, 8.30 a.m.

LAST weekend's Eastbourne Rally, organized by the Eight Clubs, proved to be a very good event, and even more testing in some ways than the organizers had envisaged. This was partly owing to the onset of fog patches during the Friday night, which complicated the already difficult map-reading tasks, and partly to the fact that the forward-marker marshal, who should have been ahead of the competitors throughout, had the misfortune to ditch his car and was passed by a large proportion of the entry in the process. But on the whole all was well, although most of the cars lost so much time as virtually to put them out of the running—but that, after all, is the luck of the game.

One ingenious idea of Barclay Inglis, prime mover in the puzzle-setting line, worked admirably; several of the sections consisted of a string of map references, all of which had to be visited. At these points competitors found cards, staked by the roadside, each bearing a letter and a number; the last one bore a string of letters, and when the equivalent numbers (already noted from the preceding cards) were arranged in the same order, they provided the map reference for the final control of the section. This ensured that the competitors had to visit many well-spaced points without the necessity for providing dozens of marshals to man them all, and it worked very well.

A touch that foxed many people was the placing of one control at a point which appeared on the map as a crossroads; but when the competitors arrived there, they discovered that it was now lost in the confines of an enormous disused aerodrome, and up and down the runways they went in their endeavours to locate the precise intersection required. This was further complicated by the presence of a barbed-wire fence, and one competitor (of many who arrived on the wrong side of this obstacle) was heard to exclaim: "Barbed wire! Good Lord, they've thought of everything in this rally!"

But the fine weather which appeared on Saturday revived everyone's spirits, and the long and complicated driving test on Eastbourne's King Edward Parade went off very well and produced some remarkable proofs of the adage that it is much easier to criticize than to achieve. The full results were somewhat delayed, but the three best performances were as follows:—

1, (Eastbourne Trophy and replica), Morris Minor 918 (Holland Birkett and R. D. Gotts), 951 points.

2, (and 1,501-3,000 c.c. class), Frazer Nash 1,971 (H. and Mrs. P. Sutcliffe), 1,020 points.

3, (and 1,101-1,500 c.c. class), M.G. TC 1,250 (J. A. and A. N. Ambrose), 1,119 points.

* * *

THIS weekend there are three well-known trials; to-morrow sees the Harrow C.C. Cottingham Trial, starting from the King's Arms Hotel at Stoken-church, Buckinghamshire, at 11 a.m., and on Sunday come the Maidstone and Mid-Kent M.C. Bossom Trophy Trial and the Sunbac Vesey Cup Trial. The Bossom starts from Haynes Garage, Ash-ford Road, Maidstone, at 11 a.m., and the Vesey from Sandford Hotel, Church Stretton, Shropshire, at 10.30 a.m. The Vesey, incidentally, is using a sporting 50-mile course embodying ten hills of which eight are entirely new; several of the best of these are within a few miles of the lunch stop at Craven Arms, and would-be spectators are advised to try this area. Timber, Munslow and Hungerford Steps are all on B4368 between Much Wenlock and Craven Arms, and competitors are due on them approximately between one and two p.m.

CLUB NEWS

Thames Estuary A.C.—Members and committee members take each others' places for the rally on Sunday (October 26), for it is organized by those who usually compete for those who usually organize, and the committee has to tackle obstacles which it has not had the job of working out. Starting from the Queens Hotel, Westcliff-on-Sea, Essex, 10.16 a.m., the route will cover 120 miles. There will be driving tests and map-reading sections. (A. E. H. Parsons: Southend 3409.)

United Hospitals and University of London M.C.—The Rosette Rally, to be run on November 1 with the Citroen C.C., is open to any member of a British university motor club. Incidentally, the clerk of the course is Holland Birkett, of night trial fame; the Rosette has a full night section. (Entries close October 29; G. E. E. Tapp, Summerdale, Kings Road, Fleet, Hampshire.)

Mid-Surrey A.C.—With a 100-mile route, six special tests and five hours in which to complete these, competitors in the rally on October 4 started from Molesey, Surrey, at 4 p.m. and finished the final tests by lamplight. Accelerating, reversing, and tackling a hair-pin on a steep gradient were among the trials, and past Ockley competitors had to average 35 m.p.h. over a 9-mile stretch of road, with a margin of only 15 seconds allowed (early or late) and a secret check along the course. Near Box Hill, 150 yards of a 1 in 10 upward gradient had to be covered as slowly as possible, followed immediately by 100 yards to be covered at top speed. Result of this test was arrived at by dividing the fast into the slow time.

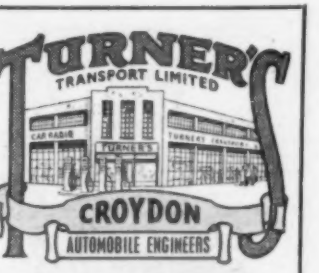
Results: Sopwith Cup (best performance): Allard (G. Gray). **Open cars, 1,100 c.c.:** Singer (P. Bailey); over 1,100 c.c.: Allard (G. Gray). Closed cars 1,500 c.c.: Ford (E. J. Aston); over 1,500 c.c.: Sunbeam-Talbot (G. Lewis). First-class awards: Standard (T. S. Willett); Morris (D. Jenner); Lagonda (D. J. Westall); Riley (V. H. Tuson).

Taunton M.C.—Variety is the spice of trials hills, and the ten observed hills in the 30-mile course of the Allen Trophy Trial (October 12) had certainly been chosen for the difference between one and another. C. Corbishley, in the C.C.S., the eventual winner, polished off Bowerhayes—a steep climb with a right-angled bend, which defeated many, in style; Bennets Hayes, however, stopped everyone, for its sharp left-hand grassy bank refused to allow the four wheels of anything to overcome it. Starting in a water splash and snaking up a gradient, Whites Hill was difficult, but E. A. Jauncey, who managed to place his Marden in the right places at the right times, conquered it with a facility that appeared to be effortless.

Results: Allen Trophy (best performance): C.C.S. III 1,172 (C. Corbishley), 10 marks lost. **Runner-up:** Austin 1,200 (G. W. Best), 10. **Alan Small Trophy (up to 1,300 o.c.):** Freakin 1,099 (C. M. Seward) 11. **Mare Trophy (1,301 to 3,000 c.c., and 1,300 c.c. if):** Chandler 1,172 (E. J. Chandler), 10. **Charles Allen Club Trophy (Taunton M.C. member):** Ford 1,172 (I. D. L. Lewis). **First-class awards:** Marden 1,172 (E. A. Jauncey), 15; Price 1,172 (D. W. Price), 15. **Second-class:** Cuff 1,172 (W. C. Cuff), 17; Spence VII 1,172 (E. G. Spence), 16. **Team prize:** London M.C. (E. J. Chandler, E. G. Spence, C. M. Seward).

Morgan 4-4 Club.—A lively test in the meeting at Pershore, Worcestershire, October 12, required each competitor to jack up the front of his car and spin one wheel, and many other tests were undertaken that needed brains and brakes. Winner was W. Allarton, in a Climax-engined 1,098 c.c. model; 2, Plus-Four 2,088 (B. Phipps); 3, Plus-Four 2,088 (F. A. Woods).

M.G. Car Club.—The Weston Rally (October 10-11) included in its 450-mile route



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CLUB NEWS . . . . . continued

day and night runs, with navigational sections in Wales, and a timed climb of Prescott hill. Special tests at the finish, at Weston-super-Mare, were held on the sea front. The premier award was won by R. E. Mayall, in an M.G. TD. Class winners were: **1,500 c.c., open:** M.G. TD 1,250 (J. H. Brooks); **closed:** Renault 748 (J. E. O'Hanlon). **Over 1,500 c.c., open:** Jaguar 3,442 (A. G. B. Wood); **closed:** Frazer-Nash-B.M.W. 1,971 (K. B. Lindsay). **Specials:** Buckler 1,172 (P. M. Appleton). **Team prize:** Buckler 1,172 (P. M. Appleton), M.G. TD 1,250 (R. E. Mayall).

Citroen C.C.—Club headquarters are now at the Albert Hotel, Kingston Hill, Kingston-upon-Thames, Surrey, and the second Tuesday in each month will be devoted to a social evening for all Citroen owners and enthusiasts, starting at 7 p.m., when motoring films, talks, etc., will be given. Incidentally, the Midland section's honorary secretary is G. W. Haines, 30, Cowper Street, Birmingham, 19. General secretary is J. B. Layton, 103, Kingston Hill, Kingston, Surrey.

Cemian M.C.—The programme for the film show, to be given at the Lotus Restaurant, Norris Street, Haymarket, London, S.W.1, on October 31, 8 p.m., includes the 1951 Ulster Trophy race and Indianapolis 500 films in colour. Admission is free to members, their friends and any other persons interested.

With a sporting course of 30 miles, observed sections and tie-deciding tests, the Knowland Trophy (R.A.C. Championship and B.T.D.A. Star qualifying) trial starts from the Royal Huts Hotel, Hindhead, Surrey, on Sunday, November 9. Invited clubs: Bristol, Hants and Berks, Horsham, Kentish Border, London, Seven-Fifty, West Hants and Dorset, and entrants in R.A.C. Trials Championship. (Entries close November 3; M. H. Wilby, 16, Glenloch Road, Hampstead, London, N.W.3).

North London M.C.—Competitors in the "scrounge" run (October 5) spent the afternoon hunting happily for 30 treasures varying from a dog biscuit to an acorn. Tea was served at the finish, Swan Hotel, Thaxted, Essex, where John W. Holmes was announced the winner.

The find-your-way competition on October 26 starts from Hadley Highstone, Barnet, at 2.15 p.m. The route will cover about 20 miles, for which Ordnance Survey 1in map, sheet 12, is required.

Berkhamsted M.C. and C.C.—A noggin and natter at the Three Hammers, St. Albans, Hertfordshire, will take place on October 29, 8 p.m.

N. London Enthusiasts' C.C.—All those interested are invited to attend a meeting on October 30, starting at 7.30 p.m., at which Stirling Moss and John Eason Gibson will give an informal talk on their impressions of 1952 motor racing. Venue is The Century, Forty Avenue, Wembley, Middlesex. No admission charge, but a silver collection will be made. As Stirling Moss would prefer to answer written questions rather than give a straight lecture, those who wish to put questions to him should send them first to G. Bance, honorary secretary, 17, Elms Avenue, Muswell Hill, London, N.10.

Worcestershire M.C.—As for many other clubs within driving distance of it, Wales was the testing ground for competitors in the Autumn Rally (October 10-11), which had a reliability and night navigation trial. Only one car failed to finish the course, and among the 20 finishers was one motorist who had accidentally taken to water, having driven into a farmyard pond and rescued himself, his passenger and car, without being last in his class. Best performance was that of Jim Goodall, in a Morgan Plus 4.

IN BRIEF

Fifty Years of Achievement, a booklet on the activities of the Projectile and Engineering Co., Ltd., has been produced to mark the company's jubilee. Apart from production of munitions, an enormous number of chassis frames have been, and are still being, made.

The directors of Stewart and Ardern, Ltd., recently held their 17th annual dinner at the Dorchester Hotel, London, W.1. Last year the dinner was held in honour of Lord Nuffield's birthday, and this year he was again guest of honour. Mr. George F. Baker, the new chairman of Stewart and Ardern, Ltd., presided at the function.

Champion (Type NA-8) sparking plugs were used in the Morris Minor which recently completed 10,000 miles of non-stop motoring at the Goodwood circuit.

Mr. G. B. Howard Rice has been appointed sales manager to Shell-Mex and B.P., Ltd., Midland Division, in succession to Mr. E. T. House, who is leaving the Midlands to take up the appointment of deputy general manager to Irish Shell, Ltd. Mr. Howard Rice was formerly in charge of the Coventry branch of Midland Division and has previously held other appointments in London, Cambridge and Nottingham. He has been with the company since 1927.

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INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:

No. 16454. 1950 Sunbeam-Talbot 80.
"G.A.W."—General experiences and fuel consumption to be expected.

No. 16455. 1934 Morris Ten-Four.
"W.H."—Hints and tips on maintenance; also a handbook.

No. 16456. Austin Seven Conversion.
"P.F.G."—Advice and information, also what snags to look for in fitting Ford Eight engine and gear box in 1929 Austin Seven chassis.

No. 16457. 1937 Flying Standard Nine.
"W.W.K."—All possible information and handbook.

No. 16458. 1939 Triumph Dolomite.
"L.S."—Maintenance hints and a handbook.

No. 16459. Lanchester Fourteen Roadrider.
"A.W."—Running experiences and a handbook.

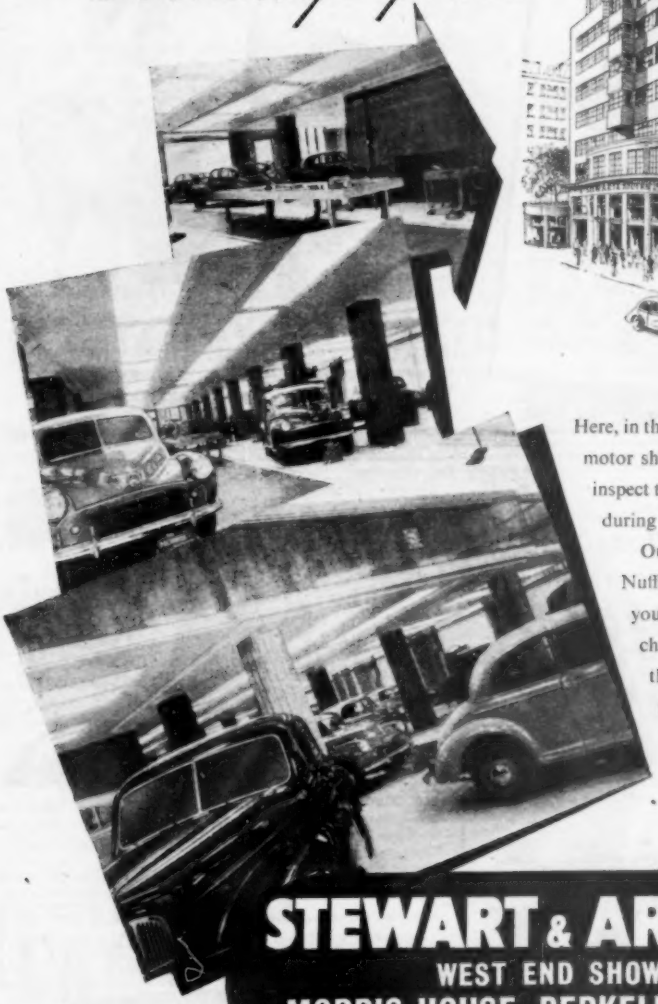
No. 16460. Twin Carburettors.
"J.C."—Information on fitting to Standard Vanguard engine. Also 1949 Triumph 2000 handbook.

No. 16461. Handbooks Required.
"L.E."—1937 Rover Sixteen.
"R.G."—1936 Lanchester Twelve.
"J.F.W."—1938-39 Triumph Dolomite.
"L.A.D."—1934 S.S.I.
"A.W.C."—1935 Morris Ten.
"A.L.J."—1937-38 Morris Fourteen-Six.
"W.S."—1936 Morris Twenty-Five.
"L.W.E.W."—1937 Series II Wolseley Fourteen.
"E.C."—1934 10 h.p. B.S.A.
"F.D.P."—1938 Vauxhall Fourteen.
"A.G.G."—1937 Series II Morris Ten.
"R.D."—1930 Austin Seven.
"S.L."—1938 Hillman Minx.
"H.T.M."—1939 1½-litre VA-type M.G.
"P.L.C."—1937 Lanchester Fourteen.
"W.D."—1931 Wolseley Hornet.
"J.P.P."—1933 2-litre Singer (sale or loan).
"F.H.T."—1936 Rover Fourteen.
"W.H.H."—1932 Hillman Minx service manual.
"D.W.S."—1934 Daimler Fifteen.
"T.W."—1931 24 h.p. Sunbeam.

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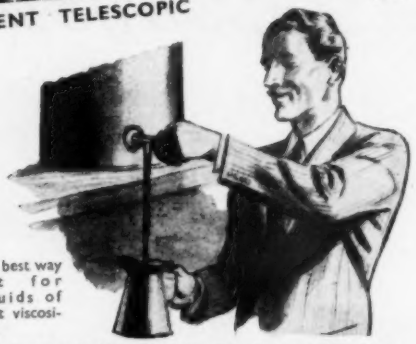
Tilt drum, forgetting to remove cap. Untilt drum, remove cap, wipe oil off collar. Tilt drum, drop spanner on foot. Replace drum, retrieve spanner, de-oil sleeve. Tilt drum, kick jug. Anoint feet with oil, lose temper. Replace drum, replace jug, replace feet. Half fill jug with oil. Replace drum. Half fill top with oil. Replace filler cap, wipe drum top with tie. Replace spanner on drum. Bath and change suit.

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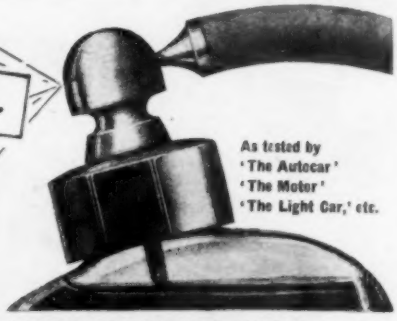
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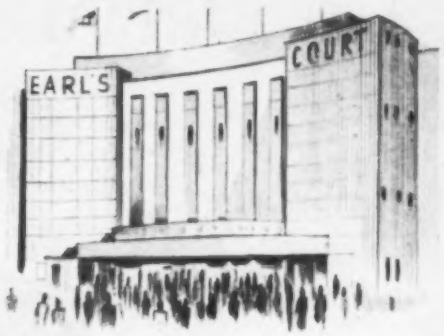
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1947	**WOLSELEY** 18/85 saloon, black/brown leather, 1 owner	£390
1947	**AUSTIN** 16 saloon, black/brown leather, heater	£390
1947	**FORD** 10 Prefect saloon, black/brown leather	£390
1947	**STANDARD** 14 saloon, grey/grey leather, 1 owner	£370
1946	**MORRIS** 10 Sun saloon, black/brown leather	£360
1946	**MORRIS** 8 saloon, black/brown leather, 1 owner	£350
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1947	**SINGER** 10 sun saloon, black/brown leather	£360
1946	**HILLMAN** Minx Sun saloon, black/brown leather	£350
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1939	**MORRIS** 12 saloon, black/brown leather, 1 owner	£250
1939	**MORRIS** 10 saloon, black/brown leather	£270
1939	**MORRIS** 8 Sun saloon, black/brown leather	£250
1939	**HILLMAN** Minx saloon, grey/red leather	£280
1939	**STANDARD** 14 saloon, black/brown leather	£240
1938	**STANDARD** 12 saloon, grey/blue leather, 1 owner	£230

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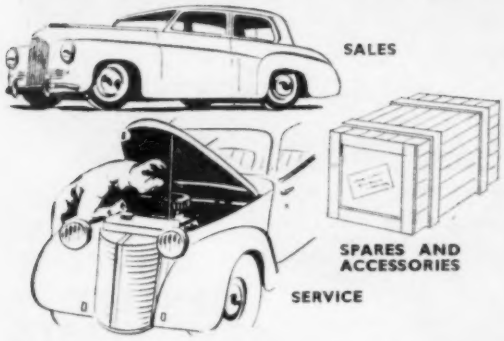
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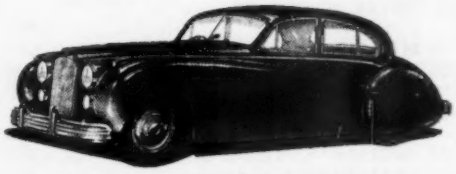
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1947	**STANDARD** 12 saloon, 1 owner, reconditioned engine. Black with red upholstery	£399
1939	**STANDARD** 12 saloon, new engine, 2,000 miles only. 1 owner driver	£289
1949	**M.G.** T.C. Sports Roadster. Mechanically faultless. Exceptional condition throughout	£499
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1936	**M.G.** P.B. Sports 4-str. tourer, £200 spent reconditioning. Amazing performance	£199
1949	**FORD** 8 Anglia saloon, 1 owner, 10,000 miles only. Literally as new and a Bargain	£469
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1946	**AUSTIN** 16 saloon, blue-black cellulose, very clean interior, chauffeur maintained, heater, etc.	£479
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1947	**HILLMAN** 10 4-dr. saloon, leather upholstery, new engine recently fitted, taxed Dec.	£399
1946	**AUSTIN** 8 4-dr. saloon, genuine 35,000 miles, 1 owner only, as new	£399
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		Price
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1948	**MORRIS** 10/4 saloon, original cellulose, beautifully maintained, economical, taxed Dec.	£499
1948	**SINGER** 1,100 c.c. saloon, maroon coachwork, upholstery to match. Mechanically sound throughout	£399
1940	**STANDARD** 8 saloon, beautifully kept by an enthusiast, fitted radio	£269
1940	**SUNBEAM-TALBOT** 10 Sports tourer, very attractive, fast and economical	£329
1939	**ALVIS** Silver Crest saloon, post-war condition throughout, mechanically faultless, owned by an enthusiast	£369
1939	**WOLSELEY** 12 h.p. 4-dr. de Luxe saloon, new engine, 9,000 miles only. Immaculate throughout	£399
1939	**ARMSTRONG** 17 h.p. 6 light saloon, chauffeur-driven, really sound throughout	£299
1938	**MORRIS** 8 2-door saloon, recently reconditioned. In excellent order throughout	£199
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1947	**WOLSELEY** 10 4-dr. de Luxe saloon, carefully driven and maintained. New engine fitted by Wolseley Specialist. 100 miles only	£479
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1946	**STANDARD** 8 saloon, low mileage, genuine throughout	£349
1937	**HILLMAN** Minx saloon, choice of 6 others in excellent condition, from	£179

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1½-litre 14 h.p. saloon, 1939, black/brown leather, quite a nice car, usual Jaguar sports performance..... **£375**
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1½-litre 14 h.p. saloon, 1948, special equipment model, late registration and a genuine one owner car since new, faultlessly maintained and in tip-top order..... **£765**
1½-litre 14 h.p. saloon, 1947, fitted H.M.V. radio, immaculate silver-grey finish, 21,000 miles only **£645**
1½-litre 12 h.p. Saloon, 1937, one of the smaller h.p. Jags., smart modern lines, fast but definitely a very economical car, attractive dark green coachwork **£295**
2½-litre saloon, 1936, Jaguar green, superb runner, fast, good brakes and steering, nearly new tyres... **£195**
2½-litre sports saloon, 1937, just had £40 respray in attractive metallic silver, very good engine..... **£295**
2½-litre drophead foursome coupe, 1940, special equipment with discs, air conditioner, etc., like 1948 series, engine overhauled and new hood fitted..... **£475**
2½-litre saloon, 1949, a one owner car in superb mechanical order, fastidiously maintained, all extras... **£745**
2½-litre drophead foursome coupe, very late 1948, another one owner car in exceptional condition... **£745**
3½-litre saloon, 1939, dark blue, late property of local surveyor, carefully maintained, recent overhaul... **£395**
3½-litre saloon, 1948, fitted discs, radio heater, tailored seat covers, etc., a fine low mileage specimen..... **£695**
3½-litre saloon, 1947, silver-grey, red leather, heater, pass lights, moderate mileage, delightful performance **£595**
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HUMBER Super Snipe saloon, 1935 3/6 Super body, impressive performance, make ideal taxi **£195**
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LANCHESTER 10 sports saloon, 1934, a good quality car finished deep maroon, smooth steady runner... **£95**

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12 h.p. saloon, 1937, sound dark blue coachwork and attractive leather interior, roomy 5-seater body... **£265**
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10 h.p. saloon, 1947, black/brown, exceptionally good mechanically, engine, brakes and steering "spot-on" **£495**
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HILLMAN Phase 11 Estate Car, 1948, beige blue, 18,000 very careful miles, sparkling condition **£495**
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10 h.p. saloon, 1946, original Rover green finish, very stylish looking car with rear boot and post-war features, lively engine, economical, uses no oil..... **£495**
10 h.p. saloon, May 1947, in black, fitted heater, a genuine one owner car since new, good order... **£675**
10 h.p. saloon, 1947, very late registration (October) another genuine one-owner car, moderate mileage **£725**
12 h.p. saloon, 1936, in neat and tidy order throughout, usual Rover reliability, first-class value..... **£245**
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11 h.p. saloon de luxe, 1935, very sound coachwork and good leather interior, usual smooth Rover performance, engine just decoked, steering overhauled **£195**
14 h.p. sportsman's saloon, 1936, with smart streamlined body styling and instruments like 1939 series... **£225**
14 h.p. sports saloon, 1937, with attractive lines, instruments and features like 1939 series, coachwork just resprayed in Rover green, a very smart car..... **£295**
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14 h.p. sports saloon, 1939, late registration car, identical to post-war series, immaculate coachwork (just had £40 respray by experts), fine engine **£495**
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16 h.p. saloon de luxe, 1939, quite a nice car in black with brown leather, usual smooth Rover performance **£445**
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"75" saloon, 1948, in maroon, Regency tailored seat covers, etc., an excellent all round motorcar..... **£695**
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MORRIS **Forty cars of this one make alone in our showrooms.**

Oxford saloon, 1950 (April), maintained and serviced by distributors every 500 miles, bills, etc..... **£725**
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10 h.p. saloon, 1946, in dark green with brown leather interior, excellent all-round condition, heater ... **£425**
10 h.p. saloon, 1947, black/brown, heater and seat covers, well maint'd and serviced by distributors **£495**
10 h.p. Series M saloon, 1939, genuine one-owner car since new, reconditioned engine fitted last year **£395**
12 h.p. saloon, 1938, just resprayed in dark green, an outstanding runner with 5 good Dunlop tyres ... **£250**
Minor saloon, late 1949, maroon/beige, late property very careful lady driver, 20,000 miles only..... **£595**
Minor coupe, March 1950, in fawn, a spot-on little specimen in quite immaculate condition, heater **£565**
Minor coupe, November 1950, immaculate one owner car in beautiful condition, absurdly small mileage **£595**
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8 h.p. saloon, 1939, popular Series E model, original black and red finish, very good runner, value at ... **£325**
8 h.p. saloon, 1937, fitted reconditioned engine and new Goodyear tyres, steering and clutch overhauled **£245**
8 h.p. saloon, 1936, attractive series model, original black and red co chwork, well maintained, good goer **£195**
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10 h.p. series 11 saloon, 1937, green and black, 5/6 seater body, sound and economical with usual Morris reliability, ideal for large family, towing caravan, etc. **£195**

ARMSTRONG-SIDDELEY **Eight others in stock.**

18 h.p. Hurricane drophead foursome coupé, late 1950, most immaculately maintained by wealthy retired country gentleman, chauffeur driven, radio, heater **£895**
18 h.p. Whitley saloon, Dec., 1951, mileage 10,000 **£1,195**
16 h.p. Typhoon sports saloon, 1947, black, red leather, fitted heater, very attractive condition **£595**
14 h.p. saloon, 1937, bench-type front seat, sound coachwork in dark blue, good engine and tyres..... **£195**
16 h.p. Lancaster 4-door saloon, Nov. 1948, immaculate in grey with grey leather, very low mileage..... **£645**

RILEY **Compare our competitive prices on the selection given below.**

2½-litre saloon, 1951, flawless appearance and in the very finest mechanical condition, definitely one of the best we have ever handled, heater, Link mats, etc. **£1,145**
2½-litre saloon, late 1947, genuine mileage 19,000 authenticated by previous owner, all new tyres, heater, pass-lights and tailored seat covers, superb order **£795**
2½-litre saloon, July 1939, special Nuffield model with similar type engine to post-war series, history of all overhauls available, several extras, discs, etc. ... **£695**
1½-litre saloon, February 1950, in bronze with immaculate red leather, fitted Smiths heater and windscreen demisting, 18,000 very careful miles, new Dunlops **£995**
1½-litre saloon, January 1946, one change of ownership in 1949, engine just overhauled by same distributors who have maintained car since new, tip-top order ... **£595**
1½-litre Kestrel sports saloon, 1937, handsome streamlined body styling, discs and many other extras, special series engine giving an amazingly high performance **£395**
1½-litre Adelphi saloon, late 1936, a 5-seater family car, with usual Riley sports performance, very bright condition, excellent tyres, seat covers, etc. **£295**
1½-litre saloon, 1937, a very special car in quite immaculate condition, authenticated mileage 62,000, rebored and sleeved at 49,000, complete history available together with original log book, recommended at **£395**
1½-litre saloon, 1935, special series engine, smart body styling, goes like a real thoroughbred, bargain... **£195**
9 h.p. Kestrel sports saloon, 1935, a smart little car, very sound runner, and quite fast, excellent tyres..... **£245**
9 h.p. Merlin saloon, 1936, just resprayed in attractive shade of maroon, good performance, economical **£265**

FORD **30 Fords in stock at prices to suit all purchasers' pockets.**

8 h.p. saloon, 1934, dark blue, fitted loose seat covers and 5 new tyres, nippy and economical engine **£125**
8 h.p. popular saloon, 1937, black/green, good brakes and steering, new battery, tip-top little runner... **£195**
8 h.p. saloon, 1937, four-door full de luxe model in attractive maroon, very good engine and tyres... **£215**
8 h.p. saloon, 1939, new-type model with smart modern body styling, a well-kept car, many extras..... **£295**
9 h.p. Anglia saloon, 1940, sound as a bell and just like the post-war series, new battery and tyres... **£295**
8 h.p. Anglia saloon, 1946, late property of our own Works Manager, expertly m'tained, recom'ded at **£395**
8 h.p. Anglia saloon, 1949 fitted heater, Ace discs, passlights, dual Windtones, previously owned by careful driver and maintained entirely regardless of cost **£465**
8 h.p. Anglia saloon, 1950, immaculately finished in mist green, 14,000 miles, but looks very much less **£495**
10 h.p. saloon, 1936, four-door model in dark green, exceptional little runner, strongly recommended **£195**
10 h.p. saloon, Nov. 1938, fitted reconditioned engine last March, attractive all-round condition..... **£295**
10 h.p. Prefect saloon, 1939, four-door model, one owner only, orig. dark blue finish, good engine.... **£335**
10 h.p. Prefect saloon, 1946, beige with de luxe leather interior, works recond. eng., 900 miles only..... **£435**
10 h.p. Prefect saloon, 1948, in beige with de luxe leather, one lady owner since new, moderate mileage ... **£495**
10 h.p. Prefect saloon, 1949, mist green, brown leather, htr., etc., immaculate motor, 17,000 careful miles **£545**
22 h.p. V8 saloon, 1937, dark green, hide interior, a fast powerful car, privately owned since new ... **£195**
Pilot saloon, 1949 series, in dark blue, leather interior, 30-guinea radio, heater, a really fine car..... **£595**
Pilot saloon, 1951, in black, leather upholstery, radio, heater, very low mileage, one fastidious owner... **£695**

WOLSELEY **Several other models available in our showrooms.**

8 h.p. 4-door saloon, 1947, a super de luxe little car, fitted heater, Ace wheel discs, chromed mellow-toned horns, Lucas passlights; late property headmistress of local college, used week-ends only..... **£525**
10 h.p. saloon, 1933, one of the good old-timers a very smooth and delightful runner, good tyres..... **£95**
10 h.p. drophead foursome coupe, 1940, one of the most attractive dropheads on the road; similar features to post-war series, roomy body, large rear boot, amazing economical but lively little engine **£425**
10 h.p. saloon, 1946, just resprayed in dove grey, a pretty good engine and all new tyres..... **£495**
12 h.p. saloon, 1946, in dark green, one private owner, beautiful appearance and moderate mileage **£495**
14 h.p. saloon, 1936, black/brown, easy-clean wheels, rear boot like 1939 model, goes very well indeed **£195**
14 h.p. saloon, 1938, smart streamlined body-styling with excellent leather interior, privately owned and carefully used, good mechanical order **£295**
14 h.p. saloon, 1939, similar to 1947 series, original black finish with brown leather interior, the whole car well maintained by previous private owner..... **£395**
21 h.p. saloon, 1937, good black coachwork and above-average mechanical order, interior upholstery a little shabby, requires new mats and head lining **£175**
"450" saloon, Oct. 1950, one of the finest post-war examples we have ever handled, immaculate finish in beige with luxurious leather upholstery..... **£745**

AMERICAN CARS **Pre-war models, post-war see classified adverts**

BUICK Viceroy saloon, late 1939, privately owned, 54,000 miles, heater, steering col. gears, etc..... **£425**
HUDSON 16 9 six-seater saloon, 1939 model 112, complete mechanical reconditioning 1952, superb... **£595**
LINCOLN ZEPHYR six-seater saloon, 1939, impressive looking car with magnificent performance... **£225**
OLDSMOBILE Six drophead foursome coupe, 1938, very handsome lines, rd. hood and tyres, goes well **£295**
PONTIAC Silver Streak six-seater saloon, 1938, a fast powerful car, ideal for large family or caravan... **£245**

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CADILLAC 8-seater limousine, 1936, black with fawn interior, superb quality V.8 engine, giving a very high standard of performance, widest occasionals, winding division, passlights and other extras, opportunity ... £295
HILLMAN 21 h.p. 7-passenger limousine, 1937, in black with fawn interior, division, occasionals, etc., very capacious luggage boot, easy-clean wheels ... £195
HUMBER 27 h.p. business man's limousine, 1936, equipped with winding division, etc., excellent leather upholstery front and rear, smooth engine ... £195
HUMBER 27 h.p. limousine, 1938, in black with blue leather upholstery throughout, occasional seats, division, excellent runner, with 5 very good tyres ... £295
HUMBER 27 h.p. Pullman limousine, 1946, in black with brown leather upholstery throughout, privately owned, mod. mileage, widest occasionals, division £675
AUSTIN 18 h.p. Windsor 7-seater, 1939 model, in black with red leather upholstery front and rear, widest occasionals, privately used and in much above-average condition, stored for ... siderable period ... £495
AUSTIN 18 h.p. 7-p... nger limousine, 1946, a very useful and popular type of car, sound black finish with brown leather front and rear, division, occasionals, very good engine, economical performance ... £495
AUSTIN 18 h.p. Chalfont limousine, 1937, a very bright-looking car, long-chassis model with capacious body, face-forward seats, division, etc., coachwork just re-sprayed in black, interior particularly good, smooth powerful engine, giving quite a luxurious ride, uses no oil and is definitely economical on petrol ... £395
AUSTIN 18 h.p. Chalfont long-chassis limousine, 1936, in dark blue with dark blue leather upholstery front and rear, occasionals, division and an excellent radio, very good all-round condition, 5 new tyres ... £295
AUSTIN 18 h.p. long-chassis York 7-seater saloon, 1936, with occasional seats, easy-clean wheels, etc., engine and gearbox just overhauled, good cond. £275
AUSTIN 18 h.p. long-chassis saloon, 1935, privately owned and in above-average condition for its year, sound mechanical order and guaranteed in writing ... £195
ARMSTRONG SIDDELEY 17 h.p. limousine, 1936, 7-str. with division, occasionals, etc., very economical performance, sound dark blue finish ... £195
ARMSTRONG SIDDELEY 25 h.p. Town and Country Limousine, 1940, dark blue with leather throughout, division and occs., one private owner wealthy owner, total mileage 46,700, recent complete makers overhaul, superb condition throughout ... £495
WOLSELEY 25 h.p. Salon de Ville, 1937, smart stylish lines and full 5-seater bodywork, nicely upholstered in dark green leather, tip-top runner ... £195
PAIRD Super Eight limousine, 1938, full 8-seater model, winding division, three-seater, occasionals, luxuriously equipped with heater, intercom., etc., £100 reconditioning to engine this year (bore, sleeve, etc.), magnificent mechanical order, superb value ... £645
PACKARD Eight limousine, 1937, black/grey, engine and gearbox recently overhauled, good condition £595
PACKARD Super Eight 8-seater saloon, 1938, a very useful car, excellent performance and tyres ... £295
MORRIS 25 h.p. 5/6-seater saloon, 1937, an attractive-looking vehicle in dark blue and black, with dark blue leather interior, particularly good runner ... £195

SINGER Popular type and serviceable cars for economical family motoring.

9 h.p. open 4-seater sports 1948 model, positively bristling with expensive extras, including chrome Windtones and passlights, dual windscreen heaters, full tonneau cover with zipp, Ace discs, Fram oil coil, Tapley efficiency meters, sparkling condition, exceptionally fast ... £435
9 h.p. super sports model, 1936, 4-seater, close coupled job, nifty performance, remote control gears, rev. counter instruments and all the gubbins ... £195
Super 10 saloon, 1947, 4-door model with sunroof, original cellulose faded, a genuine one owner car £345
Super 12 saloon, 1939, similar features to 1947 production model, coachwork just resprayed maroon ... £295
9 h.p. Bantam saloon, 1939, a very bright little car all round, uses no oil, petrol consumption 37 m.p.g. £295
9 h.p. Bantam saloon, 1938, silver-grey with dark blue wings, new Michelin tyres, very sound order ... £195
S.M. 1500 saloon de luxe 1950 model with heater and pass lights, immaculate black finish, very low mileage, ill health sole reason for sale, opportunity at ... £645

TRIUMPH Six other Saloons and Roadsters in stock.

2000 Renown saloon, 1949, maroon, very small mileage indeed, immaculate interior, distributor-maint'd £695
2000 Roadster, 1949, Cambridge blue with grey leather, just fitted new tyres, outstanding condition ... £645
1800 roadster, July 1947, fitted heater and passlights, excellent black finish/red leather, 22,000 miles ... £595
1800 Roadster, 1946, black/red, fitted heater, etc., engine just overhauled, decoked and tuned ... £625
14 h.p. Dolomite sports saloon, 1938, silver-grey, dark blue leather, stylish modern lines, fast ... £295
14 h.p. Dolomite sports saloon, 1939, previously owned by local engineer, engine just sleeved ... £395

SPORTS CARS Specially selected for the enthusiast.

ASTON MARTIN 2-litre 16 h.p. 2/4-seater roadster, 1937, the very valuable short chassis model with outside exhausts and a host of special features. 100 m.p.h. speedo., aero-screens, etc., complete engine reconditioning recently, rebore, new pistons, bench-tested £495
ASTON MARTIN 2-litre 16 h.p. sports saloon, 1939, lavishly equipped and superbly maintained by specialist owner, £130 bills for reconditioning last year, since done a few hundred miles, radio, will out-perform and outlast most post-war cars ... £645
ASTON MARTIN 2-litre sports saloon, 1939, in dark blue, one owner only, bored, sleeved and completely overhauled, many extras, htr., genuine mlge. 58,000 £545
M.G. Midget 10 h.p. special Airline fixed-head coupe, scarce model, very much streamlined appearance £295
M.G. "J"-type Midget 2-str., 1933, cream & green, new hood, nearly new sc'ns and tyres, a little snorter £195
M.G. Midget 2-str., the very scarce and desirable PA mod., red/red lthr., engine just decoked and tuned £265
M.G. Midget, 1936, supercharged PA 2-str., very bright little motor, really terrific performance ... £325
M.G. Midget, Series PB, model green with fawn interior, stoneguards, aero-screen, oil coil, etc., engine just decoked and tuned in our own workshops ... £275
M.G. Midget series TA, reg. Jan. 1939, metallic green with cream leather, excellent order ... £395
M.G. Midget, Series TC, late 1946, one owner, several extras, radio, Windtones, passlights, eng. o'hauled £445
M.G. Midget Series TC, 1949 mod., green/fawn, 15,000 miles, fitted Smiths heater, screen-wash, discs., etc. £575
M.G. 1½-litre sports saloon, 1948 model, maroon beige, carefully used and maintained by one owner, 18,000 miles but might easily be taken for less ... £695
M.G. 1½-litre sports saloon, late 1950, a super immaculate car, tiny mileage and in condition as new ... £825
M.G. 1½-litre 12 h.p. drophead foursome coupe, 1939, Tickford coachwork in attractive cond., good tyres £395
M.G. 2-litre sports saloon, 1948, recommended to the motorist who requires real performance, bargain £375
M.G. 2.6-litre drophead foursome coupe, 1940, unused 1941 to 1946, total mlge. 48,900, superb condition £465
B.S.A. 2-str. open sports, 1938, black red, front-wheel drive model, extremely fast, hood reproofed ... £195
B.S.A. 2-str. open sports, 1939, in Cambridge blue, Series VI model, a very nice little car, good tyres £265
B.S.A. 4-str. open sports, 1939, cream with red wings, **ALVIS** 12/70 drophead coupe, 1938, attractive dark blue finish, fast and economical to run, good tyres ... £345
ALVIS 14 h.p. open sports, 1950, latest type model with the new-look front, 11,000 miles, could easily be mistaken for brand new, beautiful finish in red with cream leather, H.M.V. radio and many other extras ... £895
ALVIS Silver Crest sports saloon, Nov. 1938, a really nice car, usual Alvis perf'mance, Luvax S.A.s, etc £345
ALVIS Silver Crest foursome drophead coupe, 1938, a very fine example in extra special mechanical condition, complete overhaul at Alvis works last year ... £395
ALVIS Speed 25 sports saloon, 1937, elegant and beautifully styled dark blue bodywork by Charlesworth, abundance of special features, Luvax S.A.s, Ace discs, Tapley meters, Bosche passlights, performance will outclass many post-war models costing over £1,000 £395
LAGONDA 16/80 special pillarless sports saloon, rather a nice one, most attractive lines, host of special features, extremely fast, tip-top mechanical order ... £295
LAGONDA Rapier 10 h.p. open four-str. sports, rare and desirable car, special series engine, amazing performance for its small horse power, a nice-looker £295
HOTCHKISS 3½-litre Paris Nice sportsman's saloon, 1939, a magnificent example of this rare series, late property of wealthy dilettante whose hobby has been unusual and expensive Continental types, immaculate condition throughout. A genuine low-mileage car £550

SUNBEAM-TALBOT Including the very latest models.

90 drophead foursome coupe, 1952, just 6 months old, immaculate finish in bronze with red leather interior, fastidiously maintained. Recorded mileage 11,000 only, as new ... £1,095
90 saloon, 1951 series, black/beige, latest type 2¼-litre 16 h.p. engine, independent front suspension, heater £995
14 h.p. 2-litre sports saloon, Sept. 1947, a very attractive looking car, delightful performance, extras ... £595
10 h.p. sports saloon, 1948, black/fawn interior, attractive condition, carefully used since new ... £625
10 h.p. sports saloon, 1947, in Cambridge blue, grey interior, moderate mileage and in nice cond. ... £550
10 h.p. sports saloon, 1947, silver-grey, late property of careful lady owner, distributor maintained ... £585
10 h.p. drophead foursome coupe, August 1947, fitted brand new mohair hood and new set of Goodyear Eagle tyres, attractive conditioned coachwork in bronze £595
10 h.p. sports saloon, 1939, fitted reconditioned engine last year, original dark blue finish, bargain at ... £410
10 h.p. drophead foursome coupe, 1939, just resprayed in beige, a pretty little car, very good runner ... £395
10 h.p. sports saloon, 1938/9, dark green natural hide interior, over £80 works overhaul recently ... £345

VAUXHALL Recommended for reliability and economical running costs

10 h.p. saloon de luxe, 1938, tip-top little runner, does over 40 m.p.g., three new Firestone tyres ... £295
10 h.p. saloon de luxe, 1938, fitted with reconditioned engine 7,000 miles, runs like a post-war car ... £325
10 h.p. saloon, 1939, original dark blue coachwork, tailored seat covers, Smiths heater, good engine £335
10 h.p. saloon, 1946, black/brown, original finish, sound mech. order, unrepeatable value for money £425
10 h.p. saloon, 1947 model in navy blue with blue leather, tartan loose seat covers, particularly nice order, 19,700 very careful miles, one owner only £475
12 h.p. saloon, 1939, in attractive silver grey with red leather, recent servicing by local distributors, new front suspension and five new Firestone tyres ... £350
12 h.p. saloon, 1947, one very careful owner, an immaculately maint'd car, 18,200 miles, looks less £315
Wyvern saloon, late 1950, black/fawn, radio and htr., extremely good condition, genuine small mileage £695
Wyvern saloon, 1949, in dark blue with de luxe lthr. upholstery, distributor-maintained since new ... £625
14 h.p. saloon, 1935, quite an outstanding runner with good tyres, sound coachwork, ready to drive away £145
14 h.p. saloon, 1937, popular DX 5-seater model, late property local publican, an economical family car £245
14 h.p. saloon, 1938, touring model in attractive dark blue, engine just decoked in our workshops ... £295
14 h.p. "J"-type saloon, 1939, the most popular of all Vauxhall models, similar appearance and engine to 1948 series, privately owned, good all-round cond. £395
14 h.p. D.H. foursome coupe, 1938, with very attractive Tickford bodywork, just resprayed Cambridge blue, hood just reproofed and all tyres renewed ... £295
14 h.p. saloon, 1938, genuine one-owner car since new, in extremely nice all-round condition, engine thoroughly overhauled, brakes relined, new battery ... £325
14 h.p. saloon, 1948, late registration and almost brand new appearance, open to any test or trial ... £595
Velox saloon, late 1950, with immaculate de luxe lthr. interior, seat covers, heater, etc., fastidiously maint'd and in very outstanding condition throughout ... £725
25 h.p. saloon, 1939, very roomy body, gives a magnificently smooth ride, most economical too ... £345

HILLMAN Don't miss seeing these good bargains.

10 h.p. Minx saloon, 1937, a bright-looking car, economical but lively little engine, 5 good tyres ... £245
10 h.p. drophead foursome coupe, 1938, attractive fawn coachwork, excellent hood, sweet runner ... £295
10 h.p. Minx saloon, 1938, de luxe model with rear boot, good all-round mechanical order ... £245
10 h.p. Minx saloon, 1938, similar to the above model, engine recently reconditioned, new tyres ... £275
10 h.p. Minx saloon, 1938, almost in post-war condition, coachwork immaculately maintained, interior unmarked, quiet lively engine, decoked ... £325
10 h.p. Minx saloon, 1939, full de luxe model with rear boot and leather interior, sound and reliable ... £325
10 h.p. Minx saloon, 1939, late registration, one change of ownership only since new, £90 overhaul ... £355
10 h.p. Minx saloon, 1946, black/brown, original condition, engine just decoked, very reliable car £495
Phase II Minx drophead foursome coupe, 1948, with the streamlined body styling, steering-column gear-change, etc., extremely good all-round condition £545
10 h.p. Minx saloon, 1947, in dove grey, fitted heater, etc., a sparkling little motor, engine just decoked £495
10 h.p. drophead foursome coupe, Jan. 1950, an immaculate low-mileage car, superbly maint'd, 1 owner £745
Phase IV Minx saloon in grey, serviced every 2,000 miles by county distributors and in exceptional cond. throughout, heater, etc., very small mileage ... £745
14 h.p. super de luxe saloon, 1939, capacious 5-seater body with very roomy boot, economical and fast £345

STANDARD We can offer you almost every model of this make.

8 h.p. saloon, 1946, original dark blue finish, nippy little engine, most economical, five new Dunlops ... £315
8 h.p. saloon, 1947, black/brown, recent engine overhaul, new Exide battery, brakes relined, etc. ... £375
8 h.p. saloon, 1939, in dark green, reliable little car, very good goer, outstanding value for money ... £285
10 h.p. Flying saloon, 1938, in apple green, very attractive little car, exceptionally good runner ... £295
10 h.p. saloon, 1936, fawn with beige leather interior, a bright little motor, five very good tyres ... £195
12 h.p. saloon, 1938, Flying model in maroon, very smart-looking car, engine o'hauled, new Dunlops £295
12 h.p. Flying saloon, 1937, most desirable car with the large-type 14 h.p. body, £50 works overhaul ... £295
14 h.p. saloon, 1947, dove grey/blue leather, coachwork and interior spotless, engine decoked serviced ... £495
14 h.p. D.H. foursome coupe, 1947, black, dark blue hood, new eng. fitted Jan. '52, heater, passlights £515
14 h.p. saloon, 1946, dark blue, maintained and serviced by Standard distributors, very outstanding cond. £475
Vanguard saloon, 1951 model, with over £80 worth of de luxe extras, immaculate leather upholstery, radio and heater, genuine small mileage and as new ... £845

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1946 **FORD** Anglia saloon, black	£385
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1939 **HUMBER** Super Snipe saloon, blue	£395
1950 **HILLMAN** Minx saloon, black, 8,845 miles only	£750
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1947 **ROVER** 14 saloon, black, heater	£775
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1947 **STANDARD** 14 drophead coupe, black	£495
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1951 (late) **MORRIS-OXFORD** saloon, 10,000 miles only, B.M.T.A. Covenant	£685
1946 (Dec.) **RILEY** 1½-litre saloon, really immaculate throughout	£595
1947 (April) **RILEY** 2½-litre saloon, black, brown leather, taxed Dec.	£595
1948 (Aug.) **RILEY** 1½-litre saloon, black, one private owner, as new. Taxed	£745
1949 (May) **TRIUMPH** "2000" Roadster, black, red leather, really immaculate, taxed	£695

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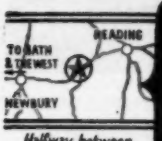
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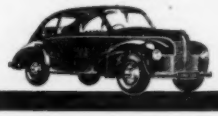
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1949 **PLYMOUTH** 23 h.p. 4-door special saloon de luxe, fitted radio, heater, demister, defroster and every other post-war luxury, total mileage 34,000 one very careful owner, taxed year, the car is finished in black, interior in heavy uncut moquette and is unmarked, mechanical condition excellent, L.H.D. This is a 1948 model offered at	£795
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1951 Model P.4 **ROVER**, low mileage, specimen condition	£1,385
1950 (Sept.) **STANDARD** Vanguard, maroon, 12,000 miles. Heater, radio, seat covers etc.	£745
1949 **HILLMAN** Phase III saloon, maroon. Radio, heater, covers	£650
1948 (Dec.) **FORD** Prefect saloon, black, red leather	£520
1948 **STANDARD** 8 saloon, de Luxe, beige. Exceptional	£435
1947 **VAUXHALL** 12 saloon, black, heater, seat covers. Excellent throughout	£535
1947 Model **WOLSELEY** 14 saloon, black, one owner. Engine overhauled. Beautiful	£555

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1950 Nov. **AUSTIN** A.40	£775	0	0
Or hired 36 months inc. tax and ins.	£27	0	0
1939 **STANDARD** 8 saloon	£295	0	0
Or hired 36 months inc. tax and ins.	£13	5	4
1939 **WOLSELEY** 14	£365	0	0
Or hired 36 months inc. tax and ins.	£15	5	0
1937 **HILLMAN** Commer Utility	£295	0	0
Or hired 36 months inc. tax and ins.	£10	0	0
1936 **MORRIS** 8 saloon	£195	0	0
Or hired 36 months inc. tax and ins.	£9	16	0
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For prices see classified columns page 242

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1938 **DAIMLER** 3-litre saloon	£365
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1939 **HILLMAN** Minx saloon	£325
1939 **ROVER** 16 saloon	£435
1945 **AUSTIN** 10 saloon	£415
1946 **SUNBEAM-TALBOT** d.h coupé	£545
1947 **STANDARD** 8 d.h coupé	£395
1947 **FORD** Prefect saloon	£425
1947 **HILLMAN** Minx d.h coupé	£450
1948 **TRIUMPH** 1800 Renown saloon	£650
1949 **AUSTIN** A40 saloon	£675
1949 **MORRIS** Minor saloon	£545
1950 **MORRIS** Minor tourer	£535
1950 **WOLSELEY** 4/50 saloon	£785
1951 **SUNBEAM-TABLOT** "90" saloon	£1,075

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1951	ARMSTRONG S'DLEY 18 Whitley	£1,195	
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1947	AUSTIN 10 S/Saloon	£595	
1950	AUSTIN A.40 Saloon	£795	
1949	AUSTIN A.70 S/Saloon, Radio & Heater	£775	
1950	AUSTIN A.70 Saloon	£845	
1950	AUSTIN A.90 Saloon & Radio	£925	
1951	AUSTIN A.90 Saloon	£995	
1951	AUSTIN A.90 D/H Coupe, Radio & Heater	£945	
1950	AUSTIN Sheerline	£1,175	
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1950	DAIMLER 2½ Saloon	£1,375	
1949	FORD Prefect	£595	
1950	FORD Prefect	£675	
1950	FORD Anglia	£625	
1949	FORD Pilot, Radio & Heater	£625	
1950	HILLMAN Minx	£825	
1949	HILLMAN Minx	£695	
1950	HILLMAN Minx D/H	£845	
1950	HUMBER Hawk	£945	
1951	HUMBER Hawk	£1,095	
1949	HUMBER 18 Snipe	£795	
1950	HUMBER 27 Imperial Saloon	£1,475	
1950	HUMBER S/Snipe	£895	
1949	JAGUAR 2½ Mk. V, S/Saloon	£1,095	
1950	JAGUAR 2½ Mk. V Saloon	£1,295	
1947	JAGUAR 3½ S/Saloon	£675	
1949	JAGUAR 3½ Mk. V, S/Saloon	£1,095	
1950	JAGUAR 3½ Mk. V Saloon	£1,295	
1951	JAGUAR 3½ Mk. V, S/Saloon	£1,395	
1951	JAGUAR XK 120 Sports	£1,645	
1949	M.G. 11 T.C.	£645	
1949	M.G. 1½ Saloon	£795	
1950	MORRIS 6 Saloon	£795	
1946	MORRIS 10 Saloon	£475	
1950	MORRIS Minor Tourer	£675	
1950	MORRIS Minor Saloon	£695	
1949	MORRIS Oxford	£695	
1950	MORRIS Oxford, Heater	£775	
1950	RILEY 1½ Saloon	£1,045	
1950	RILEY 2½ Saloon	£1,145	
1947	ROVER 12 Saloon	£825	
1947	ROVER 14 S/Saloon	£925	
1946	ROVER 16 6-lt. Saloon	£795	
1948	ROVER 75 6-lt. Saloon	£1,045	
1949	ROVER 75 6-lt.	£1,125	
1950	ROVER 75 P.4	£1,295	
1949	LAND-ROVER	£595	
1950	SINGER S.M. 1500	£725	
1949	STANDARD 18 Vanguard	£675	
1950	STANDARD 18 Vanguard	£765	
1951	STUDEBAKER Champion Regal 2-door, 5-Passenger Coupe	£1,691	
1950	SUNBEAM-TALBOT 80 Saloon	£895	
1950	SUNBEAM-TALBOT 90 Saloon	£945	
1951	SUNBEAM-TALBOT 90 D/H Coupe	£1,075	
1950	TRIUMPH Mayflower	£775	
1950	TRIUMPH 2000 Saloon	£945	
1951	TRIUMPH Renown, Radio & Heater	£1,075	
1949	TRIUMPH 2000 Roadster	£695	
1949	VAUXHALL Velox	£675	
1950	VAUXHALL Velox	£875	
1949	VAUXHALL Wyvern	£685	
1950	VAUXHALL Wyvern	£795	
1950	WOLSELEY 6/80 Saloon	£875	
1950	WOLSELEY 4/50 Saloon	£895	
1949	WOLSELEY 6/80 Saloon	£745	

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1937 A.C. foursome drop head coupe, excellent; £200; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. [C4058

1927 A.C. "Acecs" coupe, extremely well preserved throughout; £80.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2872

A.C. 1937-8 foursome coupe, fine example beautifully preserved, whole car faultlessly maintained and in exceptional mechanical order, colour Clyde grey, five new India tyres, new hood, complete set Marchal lamps, owner taking delivery new car; £425 o.n.o.—Tel. Lee Green 7604 after 5.30 p.m. [2809

XXX 1951 (March) A.C. 2-litre saloon, a superbly maintained car, fitted with radio and heater, finished suede green with Narvik leather, outstanding performance, thoroughly recommended and offered with written guarantee by the sole A.C. distributors for London, Middlesex and Surrey at the attractive price of £1,175; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

1950 (March), one very careful and conscientious private owner, A.C. 4-seater sports roadster, fitted new black hood, tonneau cover and side screens, in best quality mohair, the appearance of this car is most accurately described as really beautiful, most attractively finished in dual colouring of royal blue and navy blue, fitted practically new tyres, the interior is upholstered and fully appointed in red real hide, the dash is comprehensively arranged and includes: large type revolution counter and speedometer, oil, petrol, thermometer and electric clock, etc.; the total cost of this car was £2,000, the car is literally unblemished and is equal to new in every detail, the performance is really excellent, she will cruise at 75 to 80 and has a genuine maximum of 90mph with a petrol consumption of 25mpg, offered at the low figure of £775; terms; free delivery.—MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

A.C. Cars Wanted

XXX Cash immediately for good A.C.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

ALFA-ROMEO

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

CHILTERN CARS.—See our selection of 2.3 and 1½-litre Alfa-Romeos, under "Sports Cars." [C1045

BARTLETT.—Alfa-Romeo 2.3 s/c drop head and 4-seater, 1750 s/c 2-seater, 1750 u/s coupe; price from £275.—27a, Pembridge Villas, W.11. [C1013

Alfa-Romeo Cars Wanted

BARTLETT, the Alfa-Romeo specialists.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0913/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS) Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. [0124/R

ALLARD

BROOKLANDS: Individuality, new and used cars.

1952 Allard drop head coupe, blue, blue leather.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

RICHARDS & CARR offer three Allard drop heads:—

£485—1948 (Aug.), twin Solex, very fast.

£525—1949 (March), one owner, Mercury engine 5,000 miles ago.

£585—1949 (March), almost indistinguishable from new.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

1948 Allard drop head coupe, grey, sound in every way, new hood, good tyres, taxed; £595.—Apply Hartwells of Oxford. Tel. 55211. [2737

IN THIS ISSUE:—

See your local dealer's announcement in the alphabetical Classified Directory of New Car Specialists who are at your service for spares, sales and service.

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SALES & WANTS

Turn to page 279 for Advertisement Form

ALLARD

BARTLETT.—Allard 1952 drop head coupe, bargain price; Allard 1949 drop head, one owner, £495.—27a, Pembridge Villas, W.11. [C1013

Allard Cars Wanted

ALLARD in good condition for cash.—Tel. Valentine 2696 or 4674. [0644

BARTLETT, the Allard buyers.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968/R

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

ALVIS

COACHCRAFT offer:—

£695—1948 (July) Alvis 14 4-door saloon de luxe, maker's standard bodywork, practically as new in every way, very low mileage, H.M.V. radio and heater, 3 months' written guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6559. [C1055

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp utility, very attractive low-built body; £775.

1948 Alvis drop head coupe, choice of two; from £725.

1947 Alvis 14 saloon, one owner, very fast and economical; £695.

1939 Alvis 14 saloon, most attractive car; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

BROOKLANDS: Alvis distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater, cream, red.

1951 Alvis 3-litre coupe, maroon, beige, radio.

1951 Alvis 3-litre saloon, black, radio, heater.

1950 Alvis 14hp saloon, grey, small mileage.

1948 Alvis 14hp saloon, maroon, radio, heater.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

1948 14hp Alvis utility, 22,000 miles; £750.

BREW BROTHERS, Ltd., 135, Old Brompton Rd., S.W.7. Kensington 7468. [2516

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5011/R

ALVIS 1934-5 14hp Firebird 4-seater tourer, mechanically perfect; £165 or part exchange small van.—Shelton, South View, Southoe, Hunts. [2751

ALVIS drop head foursome 1948 14hp, 25,000 miles, mechanically faultless, £750; terms, exchanges.—A. E. Palmer Motors, 12, Church St., Luton. Tel. 4212. [2480

1250 Bigport beetleback, polished aluminium; £195.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2322. [C5049

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton) Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0586/R

1951 (May) 3-litre saloon, black with brown leather upholstery, radio, heater and all usual extras, twin carburettors, immaculate, £1,595.—Parkers, Ltd., 176, Deansgate, Manchester. Des. 4507, or Bradshawgate, Bolton 4080. [2688

165 ens.—Alvis Speed 20, 1953, Vanden Plas foursome drop head coupe, grey, lawn leather, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [C4016

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914/R

XXX Cash immediately for good Alvis.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

ALVIS cars wanted for cash.—The Hindhead Motor Works, Ltd. Tel. Hindhead 665. [1852

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

ALTON GARAGE have a number of clients waiting for sound Alvis models and would welcome details from private owners who contemplate the sale of their own cars.—Alton Garage, 17-19, Brook Mews North, Craven Rd., W.2, Paddington 3952. [C1007

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Alviscar Gold London.

AND at Alvis, Ltd. Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams. Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0655/R

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1954.—Motolympia, Welshpool (Tel. Oswestry 480). [0423/R

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878/R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.

1951 Chevrolet de luxe 4-door saloon, radio heater, seat covers, low mileage.

1950 Chevrolet de luxe 4-door saloon, colour forest green, grey interior, excellent.

1949 Chevrolet saloon, right-hand drive, all extras; choice of two.

1950 Ford Customs Six, Continental style, excellent condition, cream, seat covers, extras.

1947 Ford Mercury 2-door saloon, fitted with heater and seat covers.

1950 (first registered) Packard saloon, radio, extras, dove grey and starmist blue.

1951 Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras.

1952 Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

HAROLD RADFORD & Co., Ltd.

1941 (February) Hudson Commodore saloon, colour grey with grey cloth upholstery, speedometer reading 20,000 miles, fitted with radio and heater, left-hand drive, just passed by Hudson Motors; in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1946 Chevrolet Stylemaster 6-seater saloon, immaculate coachwork.

1948 Chevrolet Sportsmaster saloon, special model, immaculate.

1948 Chevrolet Fleetline saloon, 4-door, 6-seater, one owner.

1948 Hudson Super 6 4-door 6-seater saloon, model 491, 18,000 miles, all extras.

1949 Packard Super 8 saloon, 2nd series, 2-door 6-seater Club sedan.

1949 Buick Super 8 saloon, 16,000 miles, virtually as new.

1947 Mercury drop head 6-seater coupe, electric hood, low mileage.

1947 Mercury 6-seater saloon, right-hand drive, all extras.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

METCALFE & MUNDY always have a good selection of post-war American cars; see our display advertisement on page 229.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1947 Buick convertible, power-operated top and windows, fitted heater radio, covers, etc., beautiful condition; £1,125.—Below.

1949 Pontiac 2-door sports saloon, radio, heater, etc., 1,000-mile.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£225—Pontiac 8-cylinder 6-seater saloon, spotless silver grey coachwork, loose covers, radio, 1938.—45, Shirehall Park, N.W.4. Hendon 1648. [2686

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015/R

AMERICAN post-war car required.—Barslett, 5, Widdicombe Ave., Parkstone, Dorset (Canford Cliffs 77164). [8706

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London & district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, one owner, preselector gear box, as new; £1,095 guaranteed; one week's free trial.—184, Gt. Portland St., W.1. Museum 1001. [C5009

GATEHOUSE MOTORS offer:—

1938 Armstrong Siddeley 17hp saloon, black, in excellent condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES, offer:—

1948 (June) Armstrong Siddeley Lancaster saloon, outstanding condition; £685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1952 (May) Armstrong Whitley saloon, black, with brown hide, H.M.V. radio, mileage 2,000; £1,575.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

BROOKLANDS: Individuality, new and used cars.

1952 Armstrong Hurricane coupe, 1,500 miles.

1949 Armstrong Lancaster; serviced by makers.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1949 (July) Armstrong Lancaster sun saloon, radio, black, one owner, as new; £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1950 Armstrong Siddeley Hurricane drop head coupe, blue, blue leather, one owner; £895.

RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1946 Armstrong Hurricane, nice order throughout; £485.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [2504

1937 14hp saloon, excellent condition; exchanges; £275.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. [C3002

1947 (model) Armstrong Hurricane, black, exceptional condition; £485.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

1950 (Sept.) Armstrong Hurricane 8hp, synchromesh, one owner, beige; £895.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

CASE'S MOTOR MART.—1950 Armstrong 18hp Lancaster saloon, black, heater, unblemished, one owner; £795; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 Lancaster sun saloon, 4-door, black, brown leather, loose covers, one owner, small mileage, as new throughout; £815.—15, Lansdell Rd., Mitcham. Tel. Mitcham 2488. [2503

1939 Armstrong Siddeley 16hp saloon, black, brown leather, privately owned, carefully used, low mileage, really beautiful condition throughout; £275.—Carter, Crest Hotel, Bromley. Ravensbourne 3070. [2853

NAYLOR & ROOT.—1949 Armstrong Siddeley Typhoon saloon, beige, brown hide, one owner, low mileage; £795; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

125 gns.—Armstrong Siddeley, 1937, 14hp, sports saloon, black, sliding head, brown leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£899!!!—Not yet 2 years old! Costs new £1,725, Armstrong Siddeley saloon de luxe, beautiful spotless condition, heater, spotlamps, etc.; don't miss this unrepeatable bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£645!!!—November, 1948, Armstrong Siddeley Lancaster 4-door saloon, a low-mileage car in quite outstanding condition, heater, etc., manual synchromesh gears, unrepeatable value; many others in stock, including latest Whitley 18hp model; write for catalogue to:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Open till 8 p.m. Tel. 2041. [C1035

ARCHIE SIMONS & Co., Ltd.—1950 Armstrong Siddeley 17hp 7-passenger limousine, colour black, large face forward occasionals, one owner only since new, excellent condition throughout; ideal hire car, with low running costs, offered at the attractive figure of £395.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube), Ham. 6041. [0916/R

ARMSTRONG, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8445

PRIVATELY owned 7-seater limousine required.—The Bucks Motor Co., Ltd., Aylesbury. [2889

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049.

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7845. [0601/R

XXX Cash immediately for good Armstrong Siddeley.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

7-SEATERS 1938/39 Limousines required, 17hp/25hp privately owned, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

BIRMINGHAM Joint distributors spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

Armstrong Siddeley Spares and Service

AROOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt, guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. —Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

PRESELECTOR gear boxes.—H. & A. Engineering, 25, Grant Rd., Addiscombe 2031. [0145

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216/7. [0602/R

CENTRAL GARAGE, Croydon distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [C1042/R

EPSOM, Surrey, Armstrong Siddeley authorised dealers offer spares and service to all owners of Armstrong Siddeley cars; open 7 days a week; Armstrong Siddeleys also available for self-drive hire.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 3901-2-3. [0535/R

ASTON MARTIN

ACARS offer:—

1936 Aston Martin 1½-litre Mark II short chassis close-coupled 4-seater, finished in black, with green leather upholstery, excellent tyres and weather equipment, beautifully kept and maintained, extremely careful owner; first £425 secures.

ACARS AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1008

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481, offer:—

1949 (April) Aston Martin D.B.2 saloon, dark green, engine recently completely overhauled, new tyres, excellent condition throughout; £1,675. [C1001

BROOKLANDS Aston Martin distributors, buy or sell your car.—103, New Bond St., London, W.1. [C1029

1933 Le Mans team car, L.M.9; £265; details.—Staniforth, "Daily Mirror," London. [2708

495 gns.—Aston Martin, December, 1937, 18/98 short chassis 2/4-seater, duo red, red leather, telecontrols, Windtone horns, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [C4018

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

1934 Austin 7 saloon excellent runner; bargain, £100.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

AUSTIN Big 7 tourer, 1938, 45-50mpg, recently reconditioned, new hood; £150.—Wood, Copsend, Crookham, Aldershot. Fleet 615. [2791

195 gns.—Austin 7, 1936, Nippy sports 2-seater, green, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Austin 7, 1936, Ruby de luxe saloon, dark blue, sliding head, fine leather, very good condition; terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4018

235 gns.—1939 Austin Big 7 saloon, spotless throughout.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1935 Austin 7 Ruby saloon de luxe, blue/black, maroon leather, sliding roof, rebuilt and overhauled throughout; written guarantee; 155gns.

GEOFFREY EDWARDS, Ltd. (Austins purchased), Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

£148.—Austin 7 1935 Ruby saloon, excellent condition and appearance, new battery, good tyres, 50mpg, taxed.—Wilkinson, "Whitecak," Limes Ave., Horley, Surrey. Tel. 439. [2778

AUSTIN 7 1937 Ruby saloon, black, grey, recellulosed and engine overhauled, new tyres, battery and carburettor, spotless, taxed December; larger car reason for selling; nearest £190.—23, Queen Anne's Grove, Ealing. [2828

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

AUSTIN EIGHT

MILES MOTORS, Uxbridge, offer:—

1947 (July) Austin 8 saloon, 4-door, sun roof, any examination; £420; terms.—Uxbridge 125 or 2967. [2919

1947 Austin 8; £425.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1946 Austin 8 black 4-door saloon, perfect, throughout; £400.—Maidenhead 3675. [2813

1939 Austin 8 4-door saloon, bargain; £275.—A.E. Motors Palmerston Rd., N.W.6. Mal. 4723. [C1011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

1946 Austin 8hp, colour black, £595.—John Whaley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4042

1947 Austin 8hp saloon de luxe, two owners; £425.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1947 Austin 8, black, with brown leather, very smart and reliable car; £375.—Northgate Motors, Oldham. Tel. Main 6370. [2955

1947 Austin 8 saloon; £440.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1947 Austin 8 4-door saloon, black brown, choice of two; from £475.—Cyril Sheppard of Sheppards Hill, Reading, Sonning 2545.6. [2915

TO the trade only.—Post-war Austin 8 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours? GERRY BROWNE MOTORS, Ltd., 55-57, South Edwardes Square, Kensington, London, W.8. Western 4351 (3 lines). [C1051

1946 Austin 8 4-door de luxe saloon, black, brown hide, one owner; £595.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloon, finished in blue, with black wings, blue leather upholstery, in very good condition throughout; £585.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1946 Austin 8hp saloon, black, brown leather upholstery, 40,000 miles, chauffeur maintained and in exceptional condition; £390.—Anderson, Eastcote Cottage, Pinner (7575). [2818

375gns.—Austin 8, 1946, de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube.) Hampstead 6041. [C4018

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1, Euston 1212. [0952/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [9619/R

REQUIRED immediately, good Austin 8.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

AUSTIN TEN

CAR MART, Ltd., LONDON Distributors.

1947 Austin 10hp saloon, guaranteed; £595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

CM.I. CAR SALES (Pri. 6623) offer:—

1946 Austin 10 4-door saloon, black, brown leather, THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1935 (Nov.) Austin 10 saloon, taxed; £255.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3595. [C4030

1939 Austin 10hp saloon de luxe; £295.—Below.

1946 Austin 10hp saloon de luxe, two owners, fitted heater; £405.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C 4057

1933 Austin 10 saloon, clean, bargain; £95.—Cranmore, 'phone 2040 Potters Bar. [C1062

1947 Austin 10, black; £425.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [2943

1937 Austin 10 Cambridge de luxe saloon, taxed December; £195.—Whitstable 3750 (evenings). [2439

£325—Austin 10 1939 Cambridge 4-door saln., exceptional original condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1938 Austin 10 de luxe saloon, in good condition; £285.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1939 Austin 10 4-door saloon, black, brown leather; £295.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

1946 Austin 10 saloon, good, £395; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.10. Euston 2700. [C3059

1937 Austin 10 saloon, black with brown leather, one owner; £275.—Alec Bennett, Ltd., Portswood, Southampton. Tel. 54081. [2676

1939 Austin 10 Cambridge de luxe saloon, grey, one owner only; £295.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Austin 10 saloon, in excellent condition; £275.—Fielder, 55, Biddulph Mansions, Elgin Ave., W.9. Tel. Cun. 6351. [2822

1947-8 (Oct.) Austin 10 d/l saloons, choice two, one owner; bargain, £455.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUSTIN 10hp de luxe saloon (July, 1946), one owner, 18,000 miles, carpets, upholstery covered from new; £495.—Worthing 6125. [2944

245gns.—Austin 10 1939 Cambridge de luxe saloon, black, sliding head, blue leather, good condition; terms, exchanges.—Rowland Smith, below.

195gns.—Austin 10 1935 Colwyn cabriolet, black, green leather, one careful owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1947 Austin 10, black, brown leather, immaculate condition, low mileage, one owner; £495.—White, "Shieldaig," St. Mellons, Cardiff. St. Mellons 291. [2847

AUSTIN TEN

1947 Austin 10 saloon, black with brown leather upholstery, 27,000 miles, recently fitted with new engine, coachwork and interior kept as new; £485; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2861. [C2031

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1, Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920/R

REQUIRED immediately, good Austin 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

WHY accept less for your Austin 10 when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2008

AUSTIN A40

CAR MART, Ltd., LONDON Distributors.

1951 Austin A40 saloon, B.M.T.A. con., 6,000 miles; £845.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1949 Austin A40 Devon saloon, very good appearance; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 A40 saloon, green with brown interior, recorded mileage 22,000; £695.

836—842, High Rd., N.12. Hillside 0024. [C2027

HENDON CENTRAL GARAGE, Ltd.

1950 Austin A40 saloon, one owner, taxed year, condition as new; £750.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034

MC KINNON MOTORS, Ltd., offer:—

AUSTIN A40s, choice of several from £750, to steering column gear change model at £925; 6 month's guarantee; trade enquiries welcomed; part exchanges, payments spread over 18 months; service station equipped regardless of cost at 111/113, Stafford Rd.

MC KINNON MOTORS, Ltd., Sales Showrooms, Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GORDON CARS (LONDON), Ltd., for Austins.

1950 (November) A40 Countryman, 8,000 miles; £795.

1951 A40 sports, 6,000 miles, B.M.T.A. Cons.; £895.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1949 Austin A40 saloon, grey, 18,000 miles.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 6161).

A40 1950, radio and heater, as new; £750 o.n.o.—Bus. 6688. [2714

1949 (August) Austin A40 s/r saloon, green, beige leather, heater, 23,000 miles; £645.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [1755

1949 Austin A40, grey with beige leather, heater one owner, first-class order; £635.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025

1950 Austin A40 4-door saloon, one owner, taxed; £650.—Haskins, Ladbroke 1155. [C3027

1950 A40, heater, immaculate, one owner, 18,000, £665.—Box 5340. [2842

AUSTIN A40 sports convertible, 1951, cream, radio, heater, one owner, 10,000 miles, immaculate; £635.

J. DAVY, 180, Kensington High St., W.8. Western 9641. [C1069

1950 Austin A40 saloon, 8,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1952 (Sept.) Austin A40 Somerset, 900 miles, controlled price; B.M.T.A. consent.—Ernest Sutton. Tel. Rogate 4. [C4025

1949 Austin A40, one owner, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2056

1949 Austin A40 saloon, in exceptional condition throughout, heater; £685.—Vidler, 43, Crawford St., W.1. Pad. 4915. [1145

1950 Austin A40 Devon saloon, first-class condition.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076

1950-1 Austin A40, two from £675.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 A40 Devon sun saloon, grey, one owner, in excellent condition; £675.—Pritchard, White House, Farnborough, Hants. [2956

SEPT., 1949, A40, grey and beige leather, excellent condition, one owner only; £625.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£675!!!—1949 Austin A40 saloon, sliding roof, heater and radio, blue, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

AUSTIN A40 saloon (Aug., 1950), 7,200 miles, heater, spare unused, one private owner, perfect throughout; £710 or offer.—Walton-on-Thames 5200, after 6. [2951

AUSTIN A40

£635—1949 A40 Devon saloon, heater, loose covers, licensed, exchanges, hire purchase, insurance.—J. Coryton, Ltd., 159, Fulham Rd., S.W.3. Ken. 1410. [2853

1951 (Aug.) Austin A40 saloon, 6,000 miles, subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5569. [C1027

1950 Austin A40 sun saloon, radio, heater, colour beige, 10,000 miles, immaculate; £750.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261/2. [C3067

1949 Austin A40, colour grey, with beige leather, heater, sliding head, covers, first-class condition throughout; £595.—Northgate Motors, Oldham. Tel. Main 6370. [2955

1951 (September) Austin A40 saloon, heater, taxed, 9,000 miles, as new, list price, balance of Covenant.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7545. [2927

1950 Austin A40 green saloon, fitted sun roof, heater, radio, immaculate condition, 20,000 miles; £700.—51, Catherine Place, S.W.1. Victoria 5561. [2811

COUNTRYMAN (May 1951), subject to completion B.M.T.A. covenant, radio, 11,000 miles, one private owner, £735.—Hooper, 2, Gade Ave., Watford, Herts. Watford 9525. [2886

1951 (May) A40 sports, cream, one owner, faultless mechanically and very smart; £745.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

NAYLOR & ROOT.—1950 Austin A40 saloon, smoke grey, blue leather, radio and heater; £715; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.18. Batt. 2252. [C3022

1949 (Feb.) Austin A40 Devon s/r saloon, grey, beige leather, heater, nominal mileage, all good tyres, clean car, excellent chassis, taxed December, choice of three; from £575; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016

1952 (June) Austin A40 sports 4-seater drop head coupe, pearl green with beige leather, 2,000 miles only, as brand new; £895; B.M.T.A. permission.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1950 (September) Austin A40 Devon saloon, fawn, radio, heater, sliding roof exceptionally well maintained car in faultless condition; any inspection; 3 months' guarantee; £725.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

595gns.—Austin A40 1949 Countryman estate car, pastel green, heater, fold-flush rear seating, one careful owner, moderate mileage, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin A40 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

URGENTLY required, good late model Austin A40, immediate cash.

LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0584. [W2056/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044/R

CASH buyers of good Austin A40s; distance no object.—Hattons, Land St., Southport. [0786/R

AS new, post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725/R

LOW-MILEAGE A40 or similar required new.—54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

WANTED, A40 running chassis, list price offered.—Lewis, 44, High St., Whitechapel, London, E.1. [2641

C. A. PETO, Ltd., 72, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 5051.

WHY accept less for your Austin A40 when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2008

AUSTIN TWELVE

NORMAN AUTOS offer:—

AUSTIN 12 saloon, 1937, original condition; £225; terms exchanges.

346 354, London Rd., Croydon, Surrey. Thornton Heath 4657. [2865

1939 model H.R.A. series Austin 12/4 Ascot saloon, black, written guarantee; £525.

GEE CARS, Ltd., 60-62, Queenston Rd., S.W.8. Tel. Mac. 3565. [2574

1939 Austin 12 de luxe saloon, guaranteed; £280, payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fre. 1819. [C4058

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1937 Austin 12/4 saloon, in good, clean condition; £250 o.n.o.—Robey, 27, Queens Rd., Newbury. [2920

£350—1939 model Austin 12/4, condition almost as new, black with brown leather.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. [2602

£520—Austin 12, 1947, one owner, immaculate.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280/5769. [2908

ROSE & YOUNG, Ltd., offer 1938 Austin 12/4 saloon, good condition, blue; £245.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

£110 o.n.o.—1934 model Austin 12/4, large body, taxed, good condition throughout, 5 excellent tyres, good batteries, beautiful runner, bargain.—56, Westrow Drive, Barking, Essex. [2918

ARCHIE SIMONS & Co., Ltd.—1938 Austin 12 saloon, colour black, brown hide upholstery, £140 recently spent by late private owner on complete overhaul, fitted hose covers, a specimen car in every way; £325.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

29000 miles; 1947 Austin 12, black with brown leather, H.M.V. radio, a specimen car, maintained regardless of cost, new engine just fitted; £575; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

£377!!!—Dear, but worth it! Austin 12-4 Ascot de luxe saloon, literally wrapped in cotton wool all its life, bodywork magnificent and original interior spotless; this car must be seen to be appreciated, the finest example on offer to-day; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Austin Twelve Cars Wanted

C
M
T HE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

AUSTIN SIXTEEN

CAR MART, Ltd.,
LONDON Distributors

1950 Austin 16hp hire limousine, 14,000 miles; £795.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16, black with brown leather upholstery, radio, heater, etc., recorded mileage 38,000; £625.

836—842, High Rd., N.12. Hillside 0024. [C2027

GATEHOUSE MOTORS offer:—

1946 Austin 16hp saloon, excellent condition, one owner; £495.

1936 Austin 16hp saloon, grey; £195.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou 4444. [C2021

1948 Austin 16, blue, brown leather, in good condition, taxed; offers.—Box 3270. [2664

1949 Austin 16hp saloon, black, brown leather, radio and heater; £585.—Below.

1948 Austin 16hp saloon, black, brown leather, heater; £535.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

AUSTIN 16 (June, 1948), low mileage, heater, radio, sun roof, new tyres, battery; £560.—For. 2854. [2625

1948 Austin 16 saloon, black with brown leather, fitted radio and heater, one owner; £610.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056

1939 Austin 16, black with brown leather, in good condition throughout, sun roof, 4 new tyres, good batteries; £300 o.n.o.—Tel. Upminster 750. [2898

£445—Austin 16, 1948, one owner, good condition.—Withams Motors, 18, Balham Hill, S.W.12. Battersea 3280/3769. [2907

1947 (Oct.) Austin 16, 20,000 mls., perfectly maintained since new, radio and heater; £595.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2975

1948 Austin 16 saloon, black and brown, wireless, heater, miles 24,000, tyres excellent, any examination or trial; £600.—Haskins, Ladbroke 1152. [C3027

8000 miles only.—One owner 1949 Austin 16 big-body saloon, black/brown leather, condition literally as new and mileage guaranteed, sold new and maintained by ourselves; £795.

L. F. DOVE, Ltd., Guildford Rd., Woking, Surrey. Tel. Woking 1282. [C1078

£595—1948 (October) Austin 16, black with brown leather upholstery, 25,000 miles, unmarked and as new; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

NTAYLOR & ROOT.—1949 Austin 16 de luxe saloon, black, brown hide, radio, heater, sun roof; £625; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

HIRE LIMOUSINES. 1950/1951, partition, 7-forward, leather, small mileages, low cost. Fifty Limousines—Lists posted.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006 I

ROSE & YOUNG, Ltd., offer 1948 Austin 16hp saloon, low mileage, one private owner since new, immaculate condition; £525.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

625gns.—Austin 16, 1949, de luxe saloon, black, sliding head, brown upholstery, one owner, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

AUSTIN SIXTEEN

HEARSES. Latest Bearer-Deck A. & S. streamlined Coachwork, exclusive equipment, reasonable cost, ready service (unregistered) also 6-Bearer 1939/38hp modern streamlined Coachwork, low cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

T
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CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

[0955/R

AUSTIN 16, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8446

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

HIRE CAR LIMOUSINE urgently required 1950-51, low mileage. Privately owned. Cash waiting.—A. & S. 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A90 saloon, heater, 200 miles; £1,295.

1951 Austin A70 Hampshire saloon, 12,000 miles; £795.

1949 Austin A70 Hampshire saloon, radio, heater, guaranteed; £695.

1951 Austin A90 saloon, heater, 7,000 miles; £825.

—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

CAR MART, Ltd.
LONDON Distributors.

1952 Austin A90 saloon, heater, 200 miles; £1,295.

1949 Austin A70 Hampshire saloon, radio, heater, guaranteed; £695.

1951 Austin A90 saloon, heater, 7,000 miles; £895.

—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212 [C1039

PHILIP RICKARDS, Ltd., offer:—

1951 Austin A70 Hereford saloon, blue, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [C5051

GUY SALMON AUTOMOBILES, offer:—

1951 (November) Austin A90 Atlantic saloon, colour black, red leather, radio and heater, low mileage, indistinguishable from new; £855.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

A90 Atlantic power-operated coupe, cream and black, radio; this car is in immaculate condition throughout, one owner, 21,000 miles; £775.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

1952 one week old Austin Hereford, 150 miles.—Ernest Sutton. Tel. Rogate 4. [C4023

1951 (Nov.) Austin A70 Hereford saloon, 7,000 miles, many extras including heater, covers.

C. A. PETO, Ltd., 42 North Audley St., W.1. Mayfair 3051. [C5043

1950 (Nov.) Austin A70 saloon.—Autowork, Ltd., Winchester, Ltd. Tel. Winchester 4854. [C1010

1900 miles only.—1952 (July) Austin Hereford saloon, black with brown leather, like new; £925.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4005

1951 Austin A90 Atlantic power-operated convertible, radio and heater, one owner, taxed; £695.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

AUSTIN A70, registered 1951, low mileage, radio, heater covers; £750.—2, Vaughan Ave., Hendon, Hendon 1423. [C5065

1950 Austin A90 power operated convertible coupe, in first-class condition, heater, radio, powder blue; £855.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Austin A90, 16,000 miles, Andre telecontrol; radio, heater; immaculate; one driver; £800.—Tel. Tem. 5800. [2251

1950 (late) A90 power-operated convertible, colour black, whole car, including tyres, hood, etc., as new; £690.

HAROLD WEBB MOTORS Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 2151-2. [C4048

1951 Austin Hereford 18hp saloon, 6,000 miles, as new; £900.—Wokingham Motor Co., Ltd., Wokingham 380, Berkshire. [2713

1950 A90 power operated convertible, cream, red leather upholstery, extremely fast and attractive car at reasonable price of £750.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

AUSTIN A70 & A90

1950 Austin A70 Hampshire saloon, beige, heater and radio, chauffeur driven and maintained, excellent condition; £725.—Tel. Liberty 4661. [2825

1952 A90 sports saloon, black/red, heater, 160 miles, unblemished; £1,295.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN A90, 1952, as new car, 5,000 miles only; £1,100 or offer.—Harry Reynolds, Ltd., South Dock, Swansea. Tel. 2182. [2777

1952 Austin A70 Hereford saloon, R. & H. 150 miles.—Green & Zonits, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

L. F. DOVE offer:—1951 Austin Hereford saloon, one owner, 17,000 miles; £775.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 (October) Austin A70 sunshine saloon, radio, heater, one owner, immaculate condition, £685.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1951 (late) Austin A70 Hampshire de luxe saloon, 12,000 miles only, really immaculate condition throughout, taxed December; price £695; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [C5018

1951 (Feb.) Austin A70 Hampshire saloon, black, brown leather, heater, low mileage; £685.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [2522

1951 Austin A70, 9,000 miles, black/blue leather upholstery, condition as new throughout; £850.—Carr Bros. Garages, Ltd., Purley, Surrey. Uplands 4812. [2869

1949 Austin A90 Atlantic power operated convertible, perfect order; £700 or best offer.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 164, 10 a.m. to 7 p.m. [C1030

1950 (November) Austin A90 power-operated convertible, black, 15,000 miles, radio, heater, excellent condition, 3 months' written guarantee; £695; terms, exchanges.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

1951 (July) A70 Hereford saloon, 4,000 miles, blue, fitted H.M.V. radio, heater, Tygan seat covers, passlamps, oversize Goodyear Eagle tyres, car as new; £675.—Haskins, Ladbroke 1155. [C3027

1950 Austin A70 saloon, black with brown leather, heater, fog lamp, sun roof, one owner, condition as new; £745.—Bentley, 12, Hid's Copse Rd., Oxford. [2761

1951 (August) Austin A90 sports saloon, black, red leather, carefully used by one private owner, excellent condition throughout; £975, or near offer.—Dr. Stride, London Hospital, Whitechapel, E.1. Bishopsgate 3255. [2515

XXX 1951 Austin A70 saloon, finished blue with blue leather, radio, heater, a truly exceptional one-owner car; written guarantee; £775; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

1951 (May) Austin A70 Hereford saloon, powder blue coachwork and upholstery, authentic mileage 220, being distance from works; this car has otherwise never been on the road, as new; £1,000. (Yorks).—Box 3344. [2897

1949 (July) Austin A70 Hampshire sun saloon, radio and heater, loose covers, badge bar and spot lamps, in practically unmarked condition, small mileage; £750, small car taken in part exchange; terms could be arranged.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42151. [C3027

VERY exceptional opportunity!!! Fractional mileage only, A70 Hereford saloon, ex-works condition exactly, exceptionally available under list price; we also have a genuine guaranteed 6,900-mile A70 Hereford indistinguishable from brand new, unique condition, unchallengeable value at 875gns; terms, exchanges.—Home and Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [2566

Austin A70 and A90 Cars Wanted

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CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.

[0953 R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0381 R

AUSTIN EIGHTEEN

1939 Austin 18 Ivor with division, 7-seater, one owner, excellent.—Taylor & Lown.—2, Rosemont Rd., Hampstead 4434. [2207

1939 Series Austin 18 7-seater saloon, truly a specimen car, always chauffeur maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

GUY ALFREDS & Co., Ltd.—1939 Austin 18 limousine, black/leather throughout, one owner, 1955 Austin 18 7-seater, excellent.—6-7, Warren St., W.1. Euston 3268. [C1005

ROSE & YOUNG, Ltd., offer Austin 18 Norfolk saloon, new engine, new tyres; £568.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1939 Austin 18 Ivor 7-passenger limousine, leather, one private owner, 34,000 miles only, condition as new, 3 months' guaranteed; £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

325 ens.—Austin 18, September, 1938, Norfolk de luxe saloon, black, sliding head, green leather, unworn tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041.

£495 !!!—Austin 18hp 7-passenger limousine, 1938, a good example of this popular series, sound black finish with good quality leather upholstery front and rear, wide face-forward occasionals, division, etc., a very useful car which will stand up to any amount of hard work, excellent tyres and strongly recommended; 20 other limousines in stock; write for catalogue.—CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

Austin Eighteen Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0356/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

1938 39 privately owned Limousines also 7-passenger Saloons, urgently required.—A. & S. 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN TWENTY

AUSTIN Mayfair limousine, blue, perfect condition, 7 seats, 25.5hp, any reasonable trial; £550.—Joseph Lucas, Ltd., Sparkhill, Birmingham. Spr. 3506. [2682

£125 —1934 20hp Austin saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

AUSTIN TWENTY-EIGHT

LIMOUSINE Ranelagh 1939, partition, forward occasionals, leather, wonderful condition, moderate mileage, low cost. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A125 Sheerline saloon, radio, heater, 200 miles; £1,895.

1951 Austin A135 Princess saloon, radio, heater, 16,000 miles; £1,595.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, 700 miles only, as new; £1,750.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

MONTROE MOTORS offer:—

1949 (Nov.) Austin Sheerline saloon, grey; £895.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

MANN EGERTON & Co., Ltd., offer:—

1950 Austin Sheerline saloon, grey with grey leather upholstery, mileage 23,730.

14 Berkeley St., London, W.1. Regent 2073. [C2006

GUY SALMON AUTOMOBILES offer:—

1950 (June) Austin Sheerline saloon, 15,000 miles only, spare unused, really superb and genuine example; £1,075.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1950 (March) Austin Sheerline saloon, black, fawn hide upholstery, H.M.V. radio, heater, 24,000 miles, one owner, taxed, practically new car; £1,150.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012

GORDON CARS (LONDON), Ltd., for Austins.

1950 Austin Sheerline saloon; £985.

GORDON House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

BROOKLANDS: Individuality, new and used cars.

1952 Austin Sheerline saloon, grey, radio, heater.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CHARLES FOLLETT, Ltd., offer the following car at bargain price:—

1952 Austin Sheerline saloon, metallic blue, grey leather, one owner, 4,900 miles only; this car is in new condition in every way, chauffeur driven, reduced price £1,575 (cost new £2,267).

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 8856. [C3010

H. A. SAUNDERS (RADLETT).—Immediate delivery on Austin Sheerline.—Tel. Radlett 5681-6. [C4003

FUNERAL Hearses Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquiries:—

HEARSES Alpe & Saunders (Coachbuilders) Ltd., Station Approach, New Gardens, Richmond 1161. [9094

1950 (April) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, sliding roof; £1,050.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

AUSTIN A125 & A135

1952 Sheerline saloon, black/fawn, 1,200 miles, unblemished; £1,675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 (April) Austin Princess saloon, 4,000 miles only, radio, heater, etc., immaculate car; £1,750.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1024

1951 Sheerline, metallic grey, leather interior, in excellent condition, used for 9,000 by one careful owner; offered at £1,175; full particulars from Elson, Tel. Grosvenor 1762. [2720

1949 Austin Sheerline de luxe saloon, in very nice condition throughout; £825, terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2750

SHEERLINE, Nov. 30, 1949, one owner, chauffeur maintained, 4-door de luxe saloon, fitted radio, heater, etc., in excellent condition; £895.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

LIMOUSINE 1951 partitioned Sheerline, 7-forward, black, carefully maintained, mileage 6,000, reasonable cost. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

1950 for disposal owing to bereavement, Austin Sheerline grey saloon, first registered January, 1950, mileage 10,897, radio and heater, one owner, seldom used, excellent condition; £1,150.—Tel. Tottington 226, Lonsdale, "Underhill," Redisher Lane, Holcomb Brook, Bury. [2779

XXX 4,800 miles only; 1951 (September) Austin Princess saloon, finished black with beige leather, luxuriously equipped, sliding roof, radio, heater, pass-lamp, one meticulous owner, appearance definitely as new, written guarantee; £1,725; terms, exchanges.—Below.

XXX 1949 (March) Austin Sheerline saloon, finished black with beige leather, luxuriously equipped, sliding roof, radio, heater and pass-lamp, a really immaculate one-owner car; written guarantee; £925; terms, exchanges.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

Austin A125 and A135 Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

'0352/R

PRINCESS or Sheerline; send full particulars and lowest cash price.—Bowles, 2, Elm Park Court, Pinner. Tel. 360. [2775

AUSTIN MISCELLANEOUS

ARCHIE SIMONS & Co., Ltd.—1950 Austin Sheerline saloon, colour black, beige hide upholstery throughout, fitted built-in radio and heater, nominal mileage; really excellent condition in every respect; offered at the attractive price of £975.

1950 (Dec.) Austin A40 Countryman, colour green, 11,000 miles, one extremely careful owner, immaculate condition throughout; £715.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

FIRST registered 1947, Austin 7 tourer, fully equipped, good, £85; also Austin 10 2-seater with dickey, exceptional; £155; also 1939 Big 7 4-door, £250; and 1939 Austin 10 coachbuilt utility, £250; and 1939 Austin 10 drop head foursome coupe £285; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.10. Euston 2700. [C3059

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0926/R

AUSTINS wanted.—Smiths 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0922/R

PRIVATELY owned 7-seater limousine required.—The Bucks Motor Co., Ltd., Aylesbury. [2890

MARSTON MOTOR Co. for your Austin.—Tel. Sis. 6000, Seven Sisters Rd., Tollenham, N.15. [0998/R

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058/R

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

XXX Cash immediately for good Austin.—H. P. Edwards, 28, Upper High St., Epsom 9400. [W2001

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0556

C. G. NORMAN & Co.,

AUTHORISED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

Austin Spares and Service

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [0482

FOR Austin spares and replacement units.—Sands, Burnham, Bucks. 64. [0305/R

AUSTIN 7 spares; Witham's for the largest stocks at the lowest prices, exchange units; a.a.e. for list.—18, Balham Hill, S.W.12. Battersea 3289/3769. [0448/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares sales and service.—209, Balham High Rd., S.W.17. [0524

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop 2852/2820. [0720/R

NEW gears, reconditioned, guaranteed, 7, 10, 12; exchange gear boxes and repairs to all types.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0567

WEST LONDON.—Rogers Garage; repairs and service; stockists. New address: Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome.

AUSTIN spares for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

BRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0164/R

BENTLEY (3½- & 4-litre)

J

B

JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:—

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065/R

RIPPON

RIPPON.

RIPPON BROS., Ltd.,

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars from £2,750.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

MERCURY offer:—

£675 —1935 Rolls-Bentley 3½-litre 4-door sports saloon, ride control, black, very good condition.

TERMS, exchanges.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [C3015

R. F. FUGGLE, Ltd.

1951 (model) Bentley Mark VI standard steel saloon, black and grey, maroon upholstery, genuine mileage 2,300; £4,250.

1937 4½ saloon by Hooper, chassis and coachwork could be described as 100%; £1,675.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1695. [C2017

SWANMORE GARAGE

1176—1160 Christchurch Rd.

BOSCOMBE, Bournemouth

SEE full page advertisement; page 221. [C4094

RUSSELL MOTORS offer:—

1934 3½-litre Bentley 4-door saloon by Thrupp & Maberly, fitted Radiomobile, an exceptional car.

1934 3½-litre Bentley 4-door saloon by Barker; £795; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9284. [C3040

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

1949 (May) Mark VI Bentley 4¼-litre drop head coupe by Park Ward with streamlined power-operated hood, colour black with black hood, chassis No. 140.DA, speedometer reading 45,000 miles, new engine recently fitted, in excellent condition.

1949 (December) Mark VI Bentley 4¼-litre saloon by James Young, colour black with red leather piped in black, chassis No. B-64-E, speedometer reading 20,000 miles, car in perfect condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6643 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—

1937 series Bentley 4¼-litre sports, Park Ward all-steel saloon, just completely re-upholstered and reconditioned duo grey with blue hide, full history available, a truly outstanding example; £1,250.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

H R. OWEN, Ltd.—Send for full details of first-class used Bentley cars available.—17, Berkeley St., London, W.1. Tel. Mayfair 9060. Proud Member of the Swain Group. [C3032

MANN EGERTON & Co., Ltd., offer:—

1950 (Jan.) Bentley Mk VI steel saloon, black with beige leather upholstery, mileage 17,000 miles.

14 Berkeley St., London, W.1. Regent 2075. [C2006

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096/R

PANTILES, Guildford 5326.—See "Sports Cars." [C5035

BROOKLANDS. Individuality, new and used cars.

1947 Bentley Mark VI Vanden Plas d.h. coupe.

103 New Bond St., London W.1. Mayfair 8351-6. [C1029

1939 Bentley 4¼ sports saloon, with overdrive, £2,250.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [7649

SPORTS 2-door 3½-litre Saloon, boot, splendid order, exceptional value. £695. Below

1935 3½-litre Bentley Barker Saloon, under 10,000 miles since complete overhaul, many extras.

1936 Park Ward 4-door 3½-litre Saloon, boot, leather, good history, carefully maintained, excellent throughout.

1938 mitred edge 4¼-litre Park Ward pillarless Saloon, boot, black, 64,000, exceptional condition, bargain.

1947 Bentley Mark VI steel Saloon, black, mileage 30,000, delightful condition, good history, £2390.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

£795.—Bentley 3½-litre sports saloon, finished grey/black, an outstanding example.

RIPCO, Ltd. (Bentley's purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

1950 Bentley Mk. VI saloon, colour mistletoe green, 26,000 miles, one owner, H.M.V. radio, 100% condition.

TICKFORD Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338 [C4029

1938 4¼ Rolls-Bentley by Park Ward, radio, £150 just spent respray, etc., superb performance, £1,325.—Gro. 3319, 10-5 p.m. [2647

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer at keenly competitive prices the following:—

BENTLEY new and unregistered 1952 big bore, standard steel saloon with bench type adjustable front seat, for quick delivery at list price.

1951 (Dec.) Bentley Mark VI (big bore) 4¼-litre dark blue, mileage 15,000, this car has been very carefully maintained, loose covers have been fitted from new, reduced; £3,975.

1950 Bentley Mark VI standard steel saloon, dark blue, one owner, completely checked over and in superb condition, this is a bargain; £3,150.

OFFICIAL retailers and repairers.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—

GROSE, Ltd. Northampton. Tel. Northampton 4540. [6490

1949 Bentley saloon, one owner, one driver, works serviced, chauffeur maintained, immaculate, best offer over £2,750.—Box 3271. [2665

1948 Bentley Mk. VI standard steel saloon, black with fawn leather, modifications and extras unblemished; £2,950.—Box 1715 [7179

1947 Bentley Mark VI, 58,000 miles, a really lovely car; £2,485.—Taylor & Crawley, 48, Kensington Court W.8. Western 6015. [1766

1938 4¼ Bentley L.E. chassis, special 2-seater drop head coupe by Young of Bromley, certainly one of the most attractive Bentleys on the road.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 (June) Bentley standard steel saloon, black with beige leather, 32,000 miles, coachwork and mechanical condition excellent throughout.

CHARLES ATTWOOD & SON, Ltd, (Bentley Special Retailers), Wolverhampton. Tel. Wolverhampton 20634. [2712

1951 Bentley Mark VI saloon, 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1946 Bentley, H. J. Mulliner body; £2,250.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1934 3½-litre Bentley H. J Mulliner sports saloon, black, blue leather, excellent history, bills available; £850, including tax to end of year.—Below.

1936 4¼-litre Bentley Park Ward steel saloon, black, brown leather, excellent history, bills available; £1,175, including tax to end of year.

PADDON BROS., 60, Cheval Place, South Kensington S.W.7. Tel. Ken. 9477/9478. [C5033

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [6058

BENTLEY Mark VI saloon (late 1947) fitted with special sports body, moderate mileage, many new fittings and well maintained by Bentley agents; £2,800 o.n.o.—Box 5204. [2449

1950 Mark VI Bentley standard saloon, 24,000 miles, makers' maintained, guaranteed perfect and immaculate, accept small car part exchange.—Offers to Buckhurst 3680 or Box 3346. [2917

1939 Bentley 4¼ sports saloon with overdrive, radio and heater, very carefully maintained; £1,550.—Sanderson & Holmes Ltd., London Rd., Derby. Tel. 47471-5. [2697

BENTLEY (3½- & 4¼-litre)

4¼-litre Bentley sports saloon, run 5,500 miles since £523 spent with makers, full service history, part exchange considered.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1936 Bentley 4¼-litre Park Ward saloon, in very sound condition throughout; outstanding value at £395.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [1768

1949 Bentley Mark VI Park Ward drop head coupe, black, mileage 7,000, many extras, exceptional condition; cost £5,400; accept £3,800.—Briggs, Old Lundie House, near Dundee. [2245

1948 (March) Bentley Mark VI standard saloon, in exceptional condition throughout, 28,000 miles grey with grey leather, £2,450.—Harry Martin, 25, Devonshire Place Mews, London, W.1. [2169

1938 Bentley Park Ward 4-door saloon, carefully maintained by main R.R. agents, in exceptional condition; £1,425.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

1951 (late) Bentley Mark VI (big bore), grey, red leather, 18,000 miles; B.M.T.A. permission; £4,050.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 (October) Bentley Mark VI, chassis No. B.246.AK. Mulliner sports saloon, grey with blue upholstery, exceptional condition; £2,400.—Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Tel. 64013. [2760

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners, used cars available for inspection.—Tel. Brookwood 2201-2. [0558/R

1951 Bentley Mark VI standard steel saloon, finished dark green with grey upholstery, mileage 28,000, just decarbonised, in faultless condition; £3,650.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

1938 (July) Bentley 4¼ Gurney Nutting sedance coupe, finished in blue, grey leather interior car has just been completely overhauled by Bentley agents, in really beautiful condition.—Rose & Young, Ltd., 65, Sternhold Ave., S.W.2. Tulse Hill 6464 and 3180 [2099

1952 model Bentley Mark VI standard steel saloon, first registered December, 1951, large bore engine, finished black with brown hide interior, tailored Tartan seat covers by Karobes, mohair rear rug, genuine 10,000 miles, serviced Bentley Motors, almost as new throughout; £4,250.

1952 (May) 4½-litre big bore engine standard steel saloon de luxe saloon, black, blue hide, genuine low mileage, as new; £4,750.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2759

BENTLEY, 1948 (July) Mark VI 4¼-litre standard sports saloon, grey with grey hide upholstery, radio, one owner, engine and chassis completely overhauled by Bentley including current modifications; showroom condition throughout; details from—Toby Motors, Regent Rd., Great Yarmouth 3275-4. [2885

1950 (September) Bentley Mark VI standard steel saloon, finished Tudor grey with maroon hide upholstery, genuine 23,000 miles since new, superbly maintained for fastidious owner, entire car in almost equal to new condition; £3,650; available for inspection London by appointment; contact

ROBBINS, Putney 4581, or available immediately from D. Harrison, 78, Haymarket Terrace, Edinburgh. [2338

1950 (June) Bentley Mark VI 4-door saloon with magnificent bodywork by H. J. Mulliner, finished in black and antique copper with brown furniture hide upholstery, mileage 23,000 only, in immaculate condition throughout.—Grosvenor Garage, Newcastle, Staffordshire. Tel. 66207. [2718

1950 Bentley Mark VI standard steel saloon, but regularly serviced by makers, all new tyres just fitted (first set), definitely looks like a new car and open to any examination or trial.—S.W.J. Reynolds (Motors) Ltd., Main Ford and Fordson Dealers, Ford House, New Rd., Dagenham Rainham 770 (8 lines). [C3085

795 gns.—Bentley, October, 1934, 3½-litre special sports 4-seater by Gurney Nutting, black, dark green hide, P100 headlamps, standard and Aero windscreens, spot lamps, twin horns, tonneau cover, unworn tyres, completely unmarked and in almost original condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

S

G

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516/R

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

HATTON MOTORS, Ltd. Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0557/R

Bentley Cars Wanted

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041. [0927/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.1. Liv. 3362. [0062/R

E. D. ABBOTT, Ltd. (officially appointed Bentley retailers) are open to purchase pre-war privately owned Bentley saloons and coupes.—Farnham, Surrey. Tel. 6282. [8108

STANDARD steel saloon Bentleys, post-war, please state full particulars and lowest cash price.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [W5011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores, Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton. S.W.19. Liberty 7222 (8 lines). [0624/R

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [8303/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464 [S1042/R

B.M.W.

DICKS.

1939 B.M.W. 16hp drop head coupe, very fast and attractive, well maintained; £550.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

Bond Minicar Wanted

BOND MINICAR, in good condition, for cash.—Tel. Valentine 2093 or 4674. [9448

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0740/R

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042/R

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

L. F. WARD, Ltd.

BRISTOL 400 saloon, colour blue, 32,000 miles, two owners; £1,175.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

ANTHONY GROOK offers:—

1950 type 401, under 10,000 miles; 1950 type 401, Superleggera coachwork, one owner, in immaculate condition; 1950 type 402, drop head coupe in immaculate condition throughout; and 1949 type 400.—Anthony Crook Motors, Ltd., leading Bristol distributors, Town End, Caterham Hill, Surrey. Tel. 2232-3. [C1063

KEVILL, DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41—52, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [0296/R

GORDON CARS (LONDON), Ltd., for Bristols.

1951 Bristol "401" saloon, radio, superbly maintained, exceptional condition; £2,095.

GORDON House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

FRAZER-NASH CARS will consider reasonable offers for any of the following used Bristol cars:—

1950 (Sept.) 401 saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition.

1949 (1950 series) 401 with Farina 2/4-seater convertible cabriolet, bodywork grey, blue leather.

1949 400 saloon, beige leather, metallic green, radio, heater; also several other type 400 Bristols.

FALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

1949 type 400 Bristol saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [C1010

1950 Bristol 402 drop head, 21,000, heater, radio, immaculate (London); £1,725.—Box 3347.

GUY ALFREDS & Co., Ltd.—1949 Bristol 400 saloon, superb order.—6-7, Warren St., W.1. Euston 5268. [C1005

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bristol Cars Wanted

BARTLETT the Bristol buyers.—87a, Pembridge Villas, W.11. [W1015

RICHARDS & CARR buy Bristols.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

BROUGH SUPERIOR

1938 (24.11.37) model Brough Superior 2½-litre drop head foursome coupe, engine (22hp Hudson) just completely reconditioned, new nylon hood. This car is in brand new condition throughout, attractively finished in black and chrome with red hide upholstery, very similar appearance to Bentley; £585; terms can be arranged.—Higgs, 50, Draycot Avenue, Blackpool. Tel. evenings 51516. [2886

B.S.A.

195—B.S.A. Scout, late 1939, 10hp 2-seater, green, cream wheels, green leather, very good condition; terms, exchanges.—Rowland Smith, below:—

195—B.S.A. Scout, late 1937, Series 4, 10hp coupé, green, sliding head, green leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4011e

B.S.A. Cars Wanted

B.S.A. in good condition for cash.—Tel. Valentine 2098 or 4674. [8447

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0928/R

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144/R

SPARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641/R

BUGATTI

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

BUGATTI Royale, ex-King Carol. This very famous car is now for sale at the very reasonable price of £700.—CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 5122. [C1056

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 5, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S offer:—

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists. Tel. Wembley 8691/3903. [C4015

RHD 1949 Super Buick 4-door saloon, colour blue. —Below.

RHD 1947 Super 8 Buick, 4-door saloon, polychromatic grey.—Below.

RHD 1947 Super Buick, colour black, 4-door saloon, all extras, excellent condition.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028

1937 Buick 31hp saloon; £135 or near offer.—Valentine 2971. [2649

1938 Buick 31hp saloon, specimen motor car; £250 or near offer.—Valentine 2971. [2650

1947 8 Buick super series 50, all electric convertible, built-in radio, heater, etc., excellent condition throughout, 1/h drive; £875.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1947 Buick Series 70 Roadmaster 1/h. drive, absolutely perfect throughout; £950.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2874

BUICK 1949 Super 51 convertible, Dynaflow drive, radio, heater, power-operated hood, windows and seat, and every conceivable extra.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

RHD 1947 Buick 51 saloon, black, low mileage, immaculate condition, all extras; £1,200 o.n.o.—Page, Bridleford, Ilkeston, Derbyshire. Tel. 511. [2711

£985—1947 series Buick Roadmaster 6-seater convertible coupe, electric hood and windows, twin spots, twin Mellotones, radio, heater, demister; the greatest morale-builder ever offered.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£445!!!—1939 Buick Super 8 Viceroy saloon, a most handsome and impressive-looking car with magnificent performance, 5–80 mph in top gear without a murmur, beautiful suspension giving a truly luxurious ride, attractive dark blue and chrome coachwork, gears on steering column, large-type bumpers with overriders, latest-type all-steel wheels with chromed rimbellishers.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

XXX Cash immediately for good Buick.—H. F. Edwards 28, Upper High St., Epsom 9400.

7-SEATERS private 1937/38 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304/R

Buick Spares and Service

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.5. Pri. 2647. [0159

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1950 Cadillac 62 special sedan, radio, heater, bottle green, superb car.—Taylor & Crawley, 28, Kensington Court, W.8. Western 6015. [1770

CADILLAC

PHILIP RICKARDS, Ltd., offer:—

1939 Cadillac 60 saloon, black, 62,000 miles, radio, heater, seat covers, perfect condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

1947 Cadillac Type 62 4-door saloon, radio, heater, louse covers, perfect throughout.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5, Fremantle 5471. [C5064

1949 Cadillac 4-door sedan, o.h.v. hydramatic, extras, low mileage, luxurious car.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [1769

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers, Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1951 Chevrolet de luxe 4-door saloon, radio, heater, seat covers, low mileage.

1950 Chevrolet de luxe 4-door saloon, colour forest green, grey interior, excellent.

1949 Chevrolet saloon, right-hand drive, all extras; choice of 2.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1950 Chevrolet Styleline saloon de luxe, l.h.d.

1949 Chevrolet Styleline saloon de luxe, r.h.d.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

BROOKLANDS. Individuality, new and used cars.

1950 Chevrolet Styleline de luxe 2-door saloon.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CASS'S MOTOR MART.—1947/8 Chevrolet Stylemaster saloon, r.h.d., radio, heater, genuine 25,000 miles; £750, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

CHEVROLET, 1938, 30hp saloon, black, one owner, low mileage, car in perfect condition, 20mpg, taxed December, written guarantee; £195.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

RIGHT-HAND drive Chevrolet saloon, May, 1948, one owner, grey, perfect chassis; trials gladly given; any car taken in exchange; deferred terms if required; £850.—B. Ringle, 46, Warren St., W.1. Euston 3375. [C2269

CHEVROLET fixed head coupe with folding occasional seats at rear, 1939, 6-cylinder 30hp, very attractive car; £595.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Dealers, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [C5005

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [W1027 R

Chevrolet Spares and Service

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.5. Pri. 2647. [0140

CHEVROLET spares, exchange engine service, main dealers.—Mayner Motors, Ltd., Southampton St., Southampton. So'ton 3206/4944. [0865/R

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [S1027 R

CHRYSLER

7-Passenger 1939 Royal 4-door 28hp saloon, leather, 31,000, privately owned, reasonable cost. Alpe & Saunders, Providence Court, North Audley St.reet, Mayfair-2941. [C1006

£285!!!—Rare and beautiful Chrysler Dodge de luxe saloon, with sunshine roof and leather upholstery; this vehicle, although registered September, 1938, literally looks and runs as well as post-war example; worth £850; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£365—1939 Chrysler Wimbledon de luxe saloon, in outstanding condition throughout, two-tone grey, beautiful brown hide interior, overdrive, fitted maker's 20hp engine and four new Dunlops this year, bills produced, an opportunity.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Chrysler Cars Wanted

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0929/R

7-SEATERS private 1938/39 (24/28h.p.) Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Chrysler Spares and Service

AUTO SALES (LONDON) Ltd.,

CHRYSLER distributors, spares for all models; exchange engine reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co. Ltd., Radleigh, Essex. Tel. Hadleigh, Essex, 57271. [0604

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2294. [0561/R

CITROEN

DICKS.

1939 Citroen 12 saloon, recent reconditioned engine; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

C. G. NORMAN & Co.,

CITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 6211. [0756/R

ROUNDABOUT offer:—

1948 Citroen Light 15, in really remarkable condition; £675.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1971-5 [3056

H. W. MOTORS, Ltd., offer:—

1950 Citroen Light 15, registered in year, 10,000 miles, black with brown upholstery, Bluemels wheel, whole car in spotless condition with new front tyres; £850.

1940 Citroen Light 15, maroon with cream wheels, paintwork unmarked, latest type pedals, perfect condition, £750.

12hp saloon de luxe (Nov., 1938), grey/blue leather, radio, excellent condition throughout; £295.

H. W. MOTORS, Ltd., New Zealand Ave., Walton-on-Thames 2404/5. [C2042

PHILIP RICKARDS Ltd., offer:—

1952 Citroen 15 saloon, black/brown leather, 2,500 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

CHIPSTEAD MOTORS, Ltd., offer:—

!!! Citroen 1948, new engine approx. 5,000 miles, *** special wing extensions, radio, twin passlamps, oversize tyres, etc., etc., black and red, director's car, specimen.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046

MAYFAIR COUNTRY CARS offer:—

CITROEN 1949 (Nov.), excellent condition; £650, below.

CITROEN, 1947, radio, black, beige leather; £495; exchanges, terms.—Mayfair 0131. [C5008

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY exceptional examples are offered.

PRESENT stock includes several Light 15 saloons, also:—

1950 (June) 6-cyl. saloon, mist green, fawn leather, many extras, including H.M.V. radio; £895.

1937 Big 15hp long wheelbase 6-seater saloon, blue/blue leather, heater, radio, and many extras, quite outstanding mechanical and bodywork condition throughout, a very rare example; £545.

EXCHANGES, deferred terms.

SKILLED Citroen service.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen Distributors, offer the following carefully selected and unrepeatable bargains from England's largest stock of post-war Citroens:—

1948 Light 15; £625.

1947 Light 15; £575.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

RICHARDS & CARR always have a stock of Citroens.

£485—1946 Light 15, twin carbs, excellent condition.

£650—1949 (Sept.) Light 15, one owner, radio.

Kinnerton St., Wilton Place, London, S.W.1. 35 Sloane 5424. [C5045

WOKING MOTORS (MAYBURY HILL), Ltd., Woking 1928, offer:—

1950 15hp Citroen saloon, black and beige; £795.

1948 15hp Citroen saloon, radio, metallic grey, red leather; £645.

1947 15hp Citroen saloon, green with beige leather; £545. [C4057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [5540

1952 (March) Citroen 15hp saloon, 2,100 miles.—Ernest Sutton, Rotate 4. [C4023

9000 miles.—Late 1950 Light 15, as new; £895.—Mansfield Autos, Ltd., Euston 2567. [C5001

1949 Citroen Light 15 saloon, one owner; £650.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 5060. [C2004

1950 Citroen, 18,000 miles; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Citroen Light 15 saloon, to first-class condition throughout, any trial; £575.—Wembley Court Motors, High Rd., Wembley. Wembley 8767-8. [C4050

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

1949 (late) Citroen Light 15 de luxe saloon, many extras, one careful private owner, immaculate condition; £665.—Fowler, Flint Cottage, Eastdean, Eastbourne. [2628

C. G. NORMAN & Co.—County of London distributors for Citroens, offer guaranteed used Citroens; choice of models, 1947 to 1951, from £550 to £950.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [2639

1951 (April) Citroen 6 de luxe saloon, colour red with red leather, sliding roof, one owner, genuine total mileage 5,000, car as new throughout; £1,250; part exchange considered.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

SPORTSMANS de luxe Citroen 15hp 4-cylinder (read. 11th month, 1939), 1940 model sunshine saloon, in red leather and superbly finished in Metalick silver, fitted Windtone horns, chrome pass lamp, ensuite, gear box, transmission, brakes, steering, all definitely in 100% sound condition, terrific performance, very economical, and one of the smartest Citroens on the road; taxed, nbetor 2285.—L. Bentley Rd., Chorlton, Manchester 21. Tel. Chorlton 1288. [2753

Citroen Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 5434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5505 (5 lines). [W1000/R

CITROEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8449

CITROEN cars wanted for cash.—The Hindhead Motor Works, Ltd. Tel. Hindhead 665. [1853

EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0131 or Harrow 4646. [W3008

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

1938/9 Citroen Light 12 or 15 saloon.—Skinner, 9, Eastholme Mansions, Highbury Rd., Weston-super-Mare. [2799

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 5151-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney R.I., Bath 4985.—Citroen parts, reconditioned drive, trains 48-hr. service. [1749

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725 [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., 30 Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanics; overhauls, swivel mounts reconditioned 48-hr., all spares stocked. [0585/R

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—55, Gravenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0281

DAIMLER

GATEHOUSE MOTORS offer:

1936 Daimler 20hp saloon, black, in excellent condition; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

WARWICK & WRIGHT, Ltd., offer:—

1951 Daimler Consort saloon, 2-tone brown, brown leather, radio and heater, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

STRATSTONE Ltd., Daimler distributors.

DAIMLER 27hp 7-passenger limousine (1947), black with cloth to rear, chauffeur maintained in excellent condition; £2,500.

DAIMLER 2½-litre Consort saloon (1951), duo-fawn with brown leather, radio, air conditioning, 9,000 miles; £1,675.

DAIMLER 2½-litre Consort saloon (1950), grey with blue leather, air conditioning, low mileage, £1,525.

DAIMLER 2½-litre special sports coupe (1950), black with fawn leather, radio, most attractive; £1,650.

DAIMLER 2½-litre saloon (1948), grey with red leather, radio and heater, works maintained; £1,150.

DAIMLER 2½-litre drop head coupe by Tickford (1949), almond green with beige leather, heater and demister, a most attractive car; £1,275.

DAIMLER 2½-litre saloon with division (1950), black with blue upholstery, chauffeur maintained in original condition; £625.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

DAIMLER

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer:—

1950 (August) Daimler 2½ overdrive special sports drop head coupe, twin carburettor engine, black/beige, radio, heater, serviced and guaranteed; £1,750. (List price £1,762.)

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

3½-litre Light Straight 8, recent Daimler overhaul over 3,000, £500, taxed, good tyres, etc.; £650.—Edward Stokes, Benwick, Nr. March. Tel. 247. [2541

1939 Daimler 18 saloon, beautiful condition, mechanically perfect; only £350.—Wembley Court Motors, High Rd., Wembley. Wembley 8787/8. [C4050

1948 Daimler saloon, small mileage, £755.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 2½-litre Daimler saloon for sale, in perfect condition, 44,000 miles, owner driven, colour dark blue, Eastern Counties area; £1,000.—Box 3345. [2886

DAIMLER, 15hp, completely rebuilt chassis, new aluminium bonnet and wings modern style, sprayed maroon, with hand-built polished mahogany body; £650.—Tel. Tilbury 674. [2627

1935/6 Daimler 20 limousine 7-str., f/f occasionals, extremely good engine, recently re-painted; ideal hire car; £150.—Carr Bros. Garages, Ltd., Purley, Surrey. Uplands 4812. [2870

1950 (late) Daimler special sports coupe with overdrive, in most lovely condition, 12,000 miles; £1,695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2133

4½-litre Straight 8 swept-tail Barker limousine, 1938, black, cloth interior, wide occasionals, Ace discs, new battery, superb condition; also another identical car, but 1937 registration.

A. TITMUSS, Daimler Specialist, 81, Clapham Rd., S.W.9 Reliance 1647. [2281

CAMDEN MOTORS.—Daimler Consort saloon, 1951, latest type model with modified curved radiator, hydro-mechanical Girling brakes, etc., a very beautiful car, one owner, low mileage; £1,595.

CAMDEN MOTORS.—Daimler 2½-litre saloon, 1947, another one owner car in our usual immaculate order, 21,000 miles, heater; £795.

CAMDEN MOTORS.—Daimler 2½-litre sports saloon, 1939, just resprayed in maroon with black wings, 10,000 miles since complete engine reconditioning by Daimler specialists; £545.

CAMDEN MOTORS.—Daimler 20hp saloon, one of the good old timers, still runs well with typical Daimler performance; £65.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 (October) Daimler Consort, black with red leather, 3,000 miles only, like brand new; £1,595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

695 gns.—Daimler, late 1946, 2½-litre saloon, black, sliding head, fawn leather, heater, very carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [C4018

1952 Daimler 2½-litre special sports drop head coupe with bodywork by Barker, finished in dual green with fawn upholstery, over £300 worth of extras, fitted with overdrive, mileage from works only; this car is equal to new in every way and this is an opportunity to obtain a very special car at a reasonable price.—Grosvenor Garage, Newcastle, Staffordshire. Tel. 66207. [2719

LIMOUSINES 24hp, 1938, partition, black, widest occasionals, superb, private, £570.

LIMOUSINES 32hp, Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, low cost. Aipe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

XXX Cash immediately for good Daimler.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

DAIMLER 2½-litre 1946-47 saloon, in immaculate condition wanted, good price paid.—Raiment Motors, Ltd., Paddington 9076. [2684

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236/R

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2951. [0146

DAIMLER and Lancaster specialists.—Debham Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6143

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spare unit, gaskets, etc., for the Daimler sleeve valve series.—Aliens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460/R

DELAGE

BARTLETT.—Delage D70, extremely pretty drop head; £350.—27a, Pembridge Villas, W.11. [C1013

DELAGE 1950 D.6 75 4-door saloon, black with chrome waistband, sliding roof, swept tail giving large luggage accommodation. Total gear box, upholstered in green leather, taxed for year.—Character Cars. See under "Sports Cars." [C1044

DELAGE 1951 model D6 3-litre six-seater steel bodied saloon, colour light grey, fitted radio, heater and other accessories, mileage 11,000, carefully maintained and in first class condition throughout; details from—Tony Motors, Regent Rd., Great Yarmouth 3273/4. [2334

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1 [0658/R

DELAHAYE

1949 Delahaye fourisome drop head coupe by Pennock, 135M engine with Cotal gear box, recorded mileage 18,000 kilos; this car must be one of the finest Delahayes in the country and is finished in French blue cellulose with many expensive extras.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1950 Delahaye drop head four-seater coupe, model 135M, fitted Cotal 4-speed gear box, this car is without doubt one of the most beautiful cars in existence today, finished in duo bronze, interior upholstered in finest quality powder blue hide, with grey carpets edged with blue piping to match, a most excellent example of the French bodybuilders art, creates a most admiring audience wherever one stops, the mechanical qualities of these cars need no comments, s/he will exceed 100 m.p.h. and will average over 20 m.p.g.; the car is literally unmarked and must appeal to the genuine sportsman requiring something definitely out of the ordinary, fitted many extras, new tyres, taxed; £1,150.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—53-55, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

D.K.W.

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Mildred's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

Dodge Cars Wanted

7-SEATERS private 1937/38/39 Limousines required, cash waiting.—Aipe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FIAT

500 model, 1939, 2-str., choice of three.—Fox & Nicholl, Ltd. Paddington 1122. [C2015

1939 500 coupe, duo blue cellulose, many recent renewals, new tyres, taxed; £275.—Alton Garage, Paddington 3952. [C1007

MAYFAIR GARAGES, Ltd.—Our "Eve of Motor Show" stock of used and reconditioned Fiat 500 cars is now at large and as selective as possible to endeavour not disappointing the many provincial customers we were unable to satisfy during the Show last year owing to the enormous demand during this period.—Below.

MAYFAIR GARAGES, Ltd.—28 Fiats in stock including 3 reconditioned coupes, 2 in black and one in stone at £395 with 3 months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—The above are 3 of our standard range of reconditioned Mayfairised Fiat 500s as written up by "The Car" (copy on request); they are all on 1939 or later 2nd series chassis and can be finished in any colour to customers own requirements; all wings and running boards removed and fitted with new piping and securing bolts, new hood and wingins, rematched throughout and new head linings, reconditioned engines, only genuine Fiat parts and best quality coachwork materials used; guaranteed 3 months; £395; delivery (other than above) 3-4 weeks.—Below.

MAYFAIR GARAGES, Ltd.—December 1950 500C de luxe ohv, fixed head coupe, right-hand drive, finished in standard Fiat jade green and beige with cord interior to match, like brand new, small mileage, one owner since new, extremely smart and rare car with outstanding performance; 3 months' guarantee; £695.—Below.

MAYFAIR GARAGES, Ltd.—Post-war 1947 (reg. 1949) 500 de luxe convertible coupe, left-hand drive, grey, coachwork, Tygan loose covers, bumpers, all good tyres, reconditioned engine 2,000 miles ago, Fram oil filter, excellent condition throughout; 3 months' guarantee; £425.—Below.

MAYFAIR GARAGES, Ltd.—1940 (reg. 1950) 1500 special Castagna drop head foursome coupe, left-hand drive, reconditioned duo maroon and black with soft grey leather upholstery, reconditioned engine, extremely smart modern continental looking car with outstanding road performance; 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe fixed head coupe, black and cream, new Tygan loose covers, bumpers, spare wheel, new tyres, Weatherhead, very smart car with first-class road performance; 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—1950 (reg. March, 1940) 500 full 4-seater station wagon, grey with blue loose covers, rear door with large luggage platform, ideal country utility car with economical performance; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 convertible coupe, blue, blue leather, good tyres, new battery, S.U., one owner since new, excellent condition; 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe, green, sound car in every respect but not of good appearance; £175.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy of "The Autocar" Road Test report on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service, 138, Brighton St. (opp. Bellfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6. Sats. 9-12. [C3009

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

1939 1100cc sunshine saloon, leather upholstery, mechanically excellent, tyres as new; £565.—*S. & S.* Motors, Bayswater 1644. [2644

C. V. RUSHMER, the Fiat specialist, for guaranteed rebuilt models; 2- and 4-seaters available.—59, Holland Park, W.11. Park 5731. [C5061

1938 Fiat 500 coupe, excellent condition; £245; terms and exchanges.—H. Rose, Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C5055

1940 Fiat 500 4-seater, complete engine overhaul and respray, heater, many extras; £365.—Tysoe, 221, Northwick Rd., Worcester 4696. [2667

245gns.—Fiat 500 1958 convertible coupe, grey, red leather, good tyres, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

FIAT 500, DHC Siata ohv engine, superb performance, fitted numerous extras, immaculate appearance, blue with blue leather upholstery; £225.—Eccleston 1733, Coventry Rd., Birmingham, 26. Aco. 1028 8 am.-6 p.m. Cen. 6230. [2643

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0953/R

FIAT, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8450

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock). Mayfair, W.1. Mayfair 3104/5. [3695/R

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc.; guaranteed repairs.—*S. & S.* Motors, 165a, Westbourne Grove W.11. Tel. Bay. 1644. [0156/R

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byron 6028. [0325/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 series exchange assemblies, body-trims and accessories stocked.—Mayfair Garages Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May 3104-5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 8hp Anglia saloon, colour green, 11,000 miles only, genuine car; £495.

1948 Ford 8hp Anglia saloons, colour black, choice of three all in showroom condition; £450.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

JACK ROSE, Ltd., offer:—

1950 Ford Anglia, almost as brand new, in green 7,000 miles, one owner; £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

NORMAN AUTOS offer:—

FORD 8, 1957, new engine, exceptionally nice condition, £155; also 1939 de luxe, £250.—354, London Rd., Croydon, Surrey. Thornton Heath 4657. [2863

1949 Ford Anglia saloon, low mileage, immaculate; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053

1949 Ford Anglia, green, heater, one owner, 21,000 miles; £450.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [2653

1949 Ford Anglia, green, brown leather, low mileage, condition as new; £450.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1947 Anglia, carefully used, bargain; £365.—Mervyn Austin, Paddington 1280, Ext. 167. [2278

£175—1937 model Ford 8 de luxe saloon, reconditioned engine; choice of two.—Below.

£325.—1947 Ford Anglia; also Ford Anglia (September, 1947), £339; choice of three.—G. P. (Balham) Ltd., 9c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Bat. 7107-8-9. [C2024

ANGLIA 1950, 8,000 miles, Windtones, covers, spot, superb; £550.—Junior, 19 Gravshott Rd., Battersea, S.W.11. [2695

1949 Ford Anglia, radio; £445.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1946 Anglia saloon, black, brown interior, just fitted works engine, particularly well maintained car; £415.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2141

FORD (8 h.p.)

1937 Ford 8 saloon; £150; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C5059

1950 Ford Anglia saloon, one owner, 12,000 miles; £555.—Cyril Sheppard of Sheppards Hill, Reading. Sonning 2545/6. [2914

525gns.—Ford Anglia 1950 saloon, black, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

445gns.—Ford Anglia late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

345gns.—Ford Anglia 1947 saloon, black, one owner, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

245gns.—Ford 8 late 1939 de luxe saloon, dark blue, very good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Ford 8 1937 saloon, black, one owner, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1946 Ford Anglia saloon, in really excellent condition; £585.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1950 Ford Anglia saloon, black, immaculate condition, 10,000 miles; £550.—51, Catherine Place, S.W.1. Victoria 5561. [2812

1951 model Anglia saloon, low mileage, taxed, as new, choice of 2; from £450.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [2929

1946 Ford Anglia saloon, black, showroom condition; choice of 5; £345.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [C5010

TO the trade only.—Post-war Ford 8 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?

GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (5 lines). [C1031

1949 Ford Anglia saloon, black, very excellent condition; £475.—Hillis (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Hillside 1044. [2559

WALTER SCOTT, Ltd.—June, 1950, Anglia, black, entirely as new, one owner; £515.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1950 Ford Anglia, one owner, 12,000 miles, excellent condition, 10hp engine, very lively performance; £460.—Richards, Military Hospital, Catterick Camp, Yorks. C. Camp 2347 or 3283 after 6 p.m. [2856

1949 one owner Ford Anglia de luxe, black, brown leather, 29,000 miles, maintained regardless, fitted new tyres, virtually indistinguishable new; written guarantee; 32 gns.

GEOFFREY EDWARDS, Ltd. (Fords purchased), Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

ARTHUR E. GOULD Ltd., 290-292, Regent St., W.1, and 8-14, Mearl St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

XXX 1949 (October) Ford 8 Anglia saloon, black with red upholstery, a really immaculate and exceptional car, thoroughly recommended, written guarantee; £475; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

£299!!!—Dear, but worth it! 1939 Ford 8 de luxe saloon, late owner real enthusiast, spending over £200 on completely rebuilding this vehicle; you must come and see it and compare with others offered; 3 months' guarantee; hire purchase, exchanges.—H. LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Ford Eight Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0954/R

WHY accept less for your Ford Anglia when you get its full market value from Ferraris of Cricklewood Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2008

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 10hp Prefect saloon, colour black, leather upholstery, reconditioned engine, overhauled brakes, one owner; £550.

1950 Ford 10hp Prefect saloon, colour grey, cloth upholstery, 25,000 miles; £525.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

CAR MART, Ltd.

1950 Ford Prefect saloon, 15,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

MILES MOTORS, Uxbridge, offer:—

1939 Ford Prefect 2-door saloon, excellent condition throughout.—Offers to Uxbridge 2967. [2920

1948 Prefect, one owner, original engine; best over £550.—Tel. Streatham 8025. [2620

FORD (10 h.p.)

NORTHGATE MOTORS.

1950 Ford Prefect (June), beige with 2-tone leather, in perfect condition; £590.

1949 Ford Prefect (July), black, with brown leather, very clean car; £495.

1949 Ford Prefect (August), green, with green leather, specimen car; £525.

1946 Ford Prefect, black, with brown leather, first-class throughout; £345.—Northgate Motors, 11, Bottom o'th'moor, Oldham. Tel. Main 6370. [2947

ELITE MOTORS offer:—

1950 Ford Prefect 4-door saloon, black/green leather interior, one owner, moderate mileage, excellent mechanical condition, really clean coachwork and interior; £575.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [C2005

GLANFIELD LAWRENCE offer:—

1948 (December) Ford Prefect saloon, black with red leather, 5,000 miles since complete mechanical overhaul, and an exceptional example; £520.—407, High Rd., N.12. Finchley 3091. [C2053

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with red upholstery, recorded mileage 2,044; £745.

836—842, High Rd., N.12. Hillside 0024. [C8027

WELL HALL ROAD GARAGE offer:—

1947 Ford Prefect, black with leather, reconditioned engine, new brakes, kingpins, etc.; £395.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9, Eltham 3634. [C4010

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Ford Prefect, leather, one owner, taxed, immaculate; £565.

1949 Ford Prefect 4-door saloon, black green leather upholstery, reconditioned engine; £595.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

W. J. BROWN, Ltd., used Ford specialists.

1949 (June) Ford Prefect saloon, black, brown leather upholstery, one owner; £575.

W. J. BROWN, Ltd., Ford main dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

PREFECT, green saloon, leather, 4,500 miles, one owner, equal to new; £550.—Box 3197. [2586

149gns.—1936 Ford 10 tourer, sound car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1950 (October) Ford Prefect, beige, red leather, louse covers, one owner, 15,000 miles, immaculate; £625.

H. A. SAUNDERS, Ltd., 326-350, Euston Rd., N.W.1. Euston 4511. [1756

FORD Prefect, 1947, new engine, battery and tyres, leather upholstery, taxed; £450.—Raiment Motors, Ltd., Paddington 9676. [2685

L. F. DOVE offer:—1948 Ford Prefect, excellent condition throughout, with heater; £475.—62, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£535.—1949 Prefect, equal to new condition, one owner, 5 months' guarantee.—G. S. Hall, Ltd., 503, King St., W.6. Riverside 2941. [C3031

1949 (November) Ford Prefect, black, in cloth, with covers, many extras, excellent condition throughout; £500.—Haskins, Ladbroke 1155. [C3027

1950 model Ford Prefect, one owner, immaculate condition, beige with red leather; £625.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1949 Prefect, leather, new engine; £545; trad. and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1949 Ford Prefect saloon, leather, low mileage, original tyres, new condition; £555.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2036

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mearl St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

£465—Ford Prefect, September 1948, leather, one owner, 25,000 miles, regularly serviced and carefully nursed 5 new tyres, private sale.—Scott, Hillside 9055. [2933

1948 Ford Prefect saloon, black, cloth upholstery with covers, 1,000 miles since overhaul and new engine, one owner; £440.—Mason, 42, North Bar, Banbury. [2824

£425.—1947 Ford 10 Prefect saloon, 4-door leather upholstery, one owner since new, genuine car; terms, exchanges; 20 other cars.—Traynor Motors of East Ham, Grangewood 2530/5854. [C4032

1950 (October) Prefect saloon, green/leather upholstery, fitted radio, immaculate; £560.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

WALTER SCOTT, Ltd.—Late 1946 Prefect, black, green leather, exceptional throughout; £395.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1950 Ford Prefect, colour beige, speedometer reading 6,000 miles, new condition throughout; £615.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

£444!!!—Absolute gift! Ford Prefect 4-door saloon, 1948 model, but immaculately maintained and looks and runs like brand new; don't miss this, it is irreplaceable; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

545gns.—Ford Prefect (Oct., 1949), saloon, green/green leather, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

£385—Ford Prefect, November, 1946, black, brown leather, perfect condition, radio, mains immersion heater, sprung steering wheel, Lucas Windtone horns, windscreen washers, Notek fog lamp, loose covers, other extras, taxed; value appreciated when seen.—Waltham Cross 2858 after 7 p.m. [2748

Ford Ten Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R

FORD 10, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8451

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [WS044/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

LOW-MILEAGE Prefect or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

1949 1950 Ford Prefect saloon wanted for cash.—"St. Clair," Chestnut Close, Amersham, Bucks. [W1005

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254 [W2008

FORD CONSUL

B. J. HUNTER, Ltd., offer:—

1952 (May) Ford Consul saloon, low mileage, subject balance of covenant, list price plus handling charge.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1951 Ford Consul, 6,000 miles; £795; subject to B.M.T.A. covenant; terms and exchanges.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 330. [2946

1952 Ford Consul saloon, 5,000 miles, subject balance covenant.—British & Colonial Motors, Ltd., 13-14 Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 Ford Consul, leather, covers, arm-rests, 10,500 miles, 12 months' covenant; £765.—Greenwood, The Grange, Aston, Nr. Sheffield. Evenings Aston Common 255. [2854

1952 Ford Consul saloon, leather, heater, radio, B.M.T.A. permission, part covenant.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

FORD CUSTOM

1950 (August) Ford Custom, l.h.d., in maroon, 4-door de luxe, with works fitted heater and radio, specimen car, recorded mileage 22,000; £1,050.—Northgate Motors, Oldham. Tel. Main 6370. [2948

FORD ZEPHYR

1951 Ford Zephyr saloon, in leather, fitted heater, radio, loose covers etc., covenant free.—Bartlett, 12, Park View Rd., Hove 30140. [1842

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford V.8 Pilot saloon, colour black, leather upholstery, in good condition throughout, one owner; £750.

THIS car is available for demonstration anywhere, any time, hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Pilot saloon, black with brown leather upholstery, radio, heater, etc., recorded mileage, 8,500; £695.

836—842 High Rd., N.12. Hillside 0024. [C2027

W. J BROWN, used Ford specialists.

1947 Ford Six de luxe saloon, l.h.d., black, radio, heater, imported May, 1950, exceptional condition; £545.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

GUY SALMON AUTOMOBILES offer:—

1951 Ford Pilot saloon, moderate mileage, immaculate condition; £735.

1950 Ford Pilot saloon, genuine 8,000 miles, fitted heater and radio, absolutely faultless example, positively indistinguishable from new; £725.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

W. J. BROWN Ltd., used Ford specialists.

1950 (November) Ford Pilot saloon, black, brown leather upholstery, heater, radio, one owner; £650.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025/1

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 model Pilot 4-door saloon, finished in black with fawn leather interior, fitted with heater and radio, 2,900 miles only; £725.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

PILOT, green saloon, 15,000 miles, radio, heater, excellent condition; offers over £700.—Box 3188. [2387

1950 Ford Pilot V.8, 20,000 miles, radio and heater, spot light, colour blue; £660.—Woodhouse, "Elmlea," Ruislip Rd., Northolt. [2630

1946 (October) American Ford V.8 super de luxe convertible, right-hand drive, radio, heater, power hood.

METCALF & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

FORD (V.8)

1951 Ford Pilot saloon, finished in blue with blue leather, fitted radio and heater; £700.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [2727

1948 Ford V.8 de luxe saloon, radio, heater, taxed, l.h.d.; £695.—Frank Dale, Fremantle 3789. [C1067

FORD V.8 91A saloon, in excellent condition; £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

595gns.—Ford V.8 Pilot 1951 saloon, black, radio, heater, one careful owner, practically new condition; terms, exchanges.—Rowland Smith, below.

265gns.—Ford V.8 1959 model 22hp saloon, blue, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4019

1950 Ford V.8 Pilot, heater, brown upholstery, in black, 650 gns; part exchange terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4524

£200—Ford V.8 1935 30hp drop head coupe, in exceptionally good condition and appearance.—110, Shelford Rd., Cambridge. Trumpington 2101. [2758

FORD Pilot, December, 1950, works maintained and in excellent condition; best offer over £625.—Foundry Equipment, Ltd., Leighton Buzzard, Beds. Tel. 2206. [2846

91A coupe; £450; most exceptional and outstanding condition, mechanically and bodily, as personal property of director of Ronald Kent (Coachbuilders), Ltd., Coalwharf Rd., W.12. Shepherd's Bush 2251. [2642

Ford V.8 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

FORD V.8, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8452

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0956/R

UTILITY—FORD OR OTHER BODIES

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford 10cwt Martin Walter Utilecon, one owner; £465.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

1937 Ford V.8 shooting brake, good condition, good tyres; £120.

V. W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3. [2881

1947 Fordson Utilecon by Martin Walter.—Autowork, Ltd., Winchester. Tel. Winchester 4454. [C1010

365gns.—Fordson (Oct., 1947) 10hp 4-seater tipper utility, grass all round, fold-flush rear seat, drop tailboard, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0957/R

FORD MISCELLANEOUS

1950 Ford Prefect saloon, 8,000 miles.

1950 Ford Anglia saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

Ford Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936/R

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

XXX Cash immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0338

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 6, 10 and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers; service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A V.8, W.O. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (6 lines). And 66, High St., East Ham, E.6. Grangewood 1136. [C3062/R

FRAZER NASH

ROSE & YOUNG, Ltd., offer 1950 Fraser Nash Le Mans Replica 2-seater, under 5,000 miles, immaculate condition; £1,825.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

FRAZER NASH-B.M.W. Type 45 saloon, 1957, must sell; best offer.—Box 3337. [2800

BARTLETT.—Frazer Nash-B.M.W. 327/80, 327/55, also 320 saloon; £595.—27a, Pembridge Villas, W.11. [C1013

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

245gns.—Frazer Nash-B.M.W. 1956 2-litre Type 55 foursome drop head coupe, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

195gns.—Frazer Nash-B.M.W. late 1935 2-litre Type 55 convertible sports coupe, black, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Frazer Nash-B.M.W. drop head coupe, specimen car, mechanically perfect, type 329; £385.—Highfield Garage, 700, Green Lanes, N.21. Laburnum 4705 or 6512. [2879

1937 Frazer Nash-B.M.W. type 319 drop head sports coupe, good mechanical condition, attractively finished in cream with red waistband, good hood and tyres, etc.; £265.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6679-9. [2375

Frazer Nash-B.M.W. Cars Wanted

BARTLETT, Frazer Nash-B.M.W. buyers.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

HEALEY

CAR MART, Ltd.

1951 Healey Tickford saloon, 14,000 miles; £1,395.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

L. F. WARD, Ltd.

1950 Healey Silverstone, colour red, 7,000 miles only, perfect chassis.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146. [C4045

BARTLETT.—Healey 1950 Silverstone, superb condition; £785.—27a, Pembridge Villas, W.11. [C1013

BROOKLANDS, Healey distributors, London and Home Counties; "still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,600 miles, maroon.

1951 Healey 3-litre convertible 3-seater, radio.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone sports 2-seater, red.

1949 Healey Silverstone blue, many extras.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Healey drop head foursome coupe, one owner, mileage 6,000; £1,295.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C5040

1950 Healey Abbott d.h. coupe, black, one careful owner, immaculate condition; £1,275.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [C4011

1951 Healey Tickford saloon, blue with grey leather, sun roof, heater, 9,000 miles only by one owner since new; maintained solely by Healey's, beautiful condition; £1,475; exchanges welcomed.—John Bridge & Co., Harrowside, Blackpool S.S. Tel. 41157. [2681

Healey Cars Wanted

BARTLETT, the Healey buyers.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

WANTED, Healey Elliott saloon or Abbott drop head coupe, about 1949; private buyer with no car to exchange.—J. K. Murray, "Kington," Preston New Rd., Tarleton, Nr. Preston, Lancs. [2744

HILLMAN 10

OVERSEAS CARS, Ltd.

1950 Hillman Minx saloon, black/brown leather, 8,545 miles; £750; for other Overseas Cars bargains see page 228.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

ELITE MOTORS offer:—

1949 (late) Hillman Minx Phase III saloon, choice of two models, both black with brown leather interior, exceptionally clean condition throughout; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, one careful owner, low mileage; choice of two from £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WILCOX (SLOUGH), Ltd., offer:—

1950 Hillman Minx Ph. IV saloon, black, red leather upholstery, low mileage; £735.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1950 McKINNON MOTORS, Ltd., offer:—Hillman Minx saloon, Mark 4, fawn, red leather, loose covers, heater, taxed Dec. 51, superb condition; £750; 6 months' guarantee, trade enquiries welcomed.—McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C5060

1952 WARWICK WRIGHT, Ltd., offer:—(cov. ext.) Hillman Minx Mark V drop head coupe, claret, red leather, 2,000 miles.

1950 Hillman Minx Mark IV saloon, black, red leather, 10,000 miles.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1950 PHOENIX MOTOR Co. (SURREY), Ltd., offer:—(November) Hillman Mink Mk. V saloon, black, brown interior, 12,000 miles only, an immaculate car, particularly in regard to the interior; one private owner since new; £725.—PHOENIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C5044

1946 Hillman Minx, black, one owner, bodywork reconditioned; £460.—LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

1949 Hillman Minx saloon, 25,000, one owner, as new; £675.—MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

1947 Hillman Minx, one owner, 30,000 genuine, exceptional condition; £495.

1939 Hillman Minx, two owners, outstanding condition; £525; 3 months' guarantee, terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Hillman Minx coupe, black, brown interior, speedo reading 20,000, ex. cond.

1950 Hillman Minx Mk. IV sal., black/red, 18,000 miles, heater, immaculate; £695.—TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5356. [C4029

1950 Hillman Minx Phase IV, green with red leather, low mileage, one owner; £725.—DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel Denham 2266. [C1070/R

1949 Hillman Minx Phase III saloon, black, immaculate condition; bargain.—Below.

1950 Hillman Minx saloon, black, perfect mechanical cond tion.—Below.

THESE cars and many others can be inspected at the Royal Garage, Alan Sandie & Co., Ltd., Gillingham St., S.W.1. (Vic. 4566) [1545

£485—Hillman Minx coupe, 1948, well maintained one owner.—Tel. Worthing 148. [2703

1951 Hillman Minx drop head coupe (B.M.T.A. consent), black/red leather, under list price.—RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, W.1. Regent 2952. [C5053

1950 Hillman Minx saloon, green, as new, small mileage; £750.—12, Crescents Walk, Bognor Regis. [2186

1946 (June) Hillman Minx saloon, black, brown leather, one owner, reconditioned engine, low mileage; £445.—H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [1760

HILLMAN Minx 1950, low mileage, one owner; £700, or near offer.—12, Kynance Mews, S.W.7. Western 4075. [2006

£440—1947 Hillman Minx saloon, immaculate, taxed.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [2329

£190—Genuine 1938 Hillman 10hp 4-door saloon, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Hillman Minx saloon, in maroon, very attractive and dependable car; £450.—Northgate Motors, Oldham. Tel. Main 6370. [3954

1948 Hillman Minx drop head coupe, grey, one owner; £495.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1952 Hillman Minx coupe, 4,000 miles, as new, great bargain; £775; balance of covenant.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

1937 model Hillman 7-seater limousine, division and up-up seats, black with fawn upholstery; £395.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3053

1949 Hillman Minx saloon, one owner, nine 11,000 miles only, just as new; £625.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 Hillman Minx, convertible, beige, red leather, H.M.V. radio, 10,000 miles, B.M.T.A. permission; balance of covenant to be signed; £795.—CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

TO the trade only.—Post-war Hillman 10 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?—GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (5 lines). [C1031

1939 Hillman Minx drop head coupe, excellent condition throughout; £325; exchanges, terms.—Palmers Motors, Ltd., 53, York St., Twickenham. Popesgrove 1890. [C5054

1948 Hillman Minx grey d/h coupe, blue leather upholstery, good condition, new battery, 32,000 miles; £485.—Mathews, 105, Hampstead Way, N.W.11. Speedwell 8224. [2767

1949 Hillman Phase III, 15,000 miles, one owner, immaculate condition, heater, H.M.V. radio, private sale; £650.—Tel. Chiswick 2730, after 7 p.m. or week-ends. [2586

£215—1938 Hillman Minx, clean car, show week bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

HILLMAN 10

£565!!!—Magnificent Hillman Minx drop head coupe, 1948 model but literally looks as though it has just left the Motor Show; below.

£345!!!—1942 model Hillman Minx de luxe saloon, modern-looking and absolute gift; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946 (Dec., '46) Hillman Minx saloon, exceptionally good paintwork and interior, factory replacement engine fitted, new brake cables and brake relined; £450 below.

1947 Hillman Minx foursome drop head coupe, excellent condition; £495.

GARAGE SERVICE Co., Ltd., 9, Moop Lane, London, N.W.11. Speedwell 5626. [C2019

ROSE & YOUNG Ltd., offer: 1949 Hillman Minx saloon, black; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1942 Hillman Minx 10hp saloon, good appearance and mechanically sound; only £275, cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [2275

1948 Minx saloon, many extras, £525; 1947 drop coupe, radio, covers, etc., £485; 1946 Minx saloon, leather; £375; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1950 Hillman Minx Mark IV saloon, suede green, leather upholstery, 12,000 miles only, in superb condition throughout; £695; exchanges, deferred terms.—John S. Truscott, 173, Westbourne Grove, W.11. Bay. 4274. [C4035

ARCHIE SIMONS & Co., Ltd.—1947 Hillman Minx saloon, colour black, one owner since new, in excellent mechanical condition, very reliable and economical in every way; £450.—94, Gt. Portland St., W.1. Lan. 1543. [C4019

265gns.—Hillman Minx, 1950, foursome drop head coupe, black, maroon leather, good tyres, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£200 extras!!—1947 Hillman 10 special drop head coupe, fitted new Mark 4 engine, Lockheed hydraulic brakes, different dash plastered with instruments, including built-in H.M.V. radio, etc., etc.; must be seen to be believed; no other like it; £495!!—A.T. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

HILLMAN 14

READ BROTHERS MOTOR Co. (LONDON) Ltd., offer:—

1939 Hillman 14hp saloon, grey/red leather, taxed; £245; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C5048

225gns.—Hillman 14, 1939, de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Hillman Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434 [0871/R

RSRROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0941/R

RROOTES, Ltd.,

RDISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

RBIRMINGHAM.—Lower Temple St. (Central 8411.)

RMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

RMAIDSTONE.—(Maidstone 3333.)

RCANTERBURY.—(Canterbury 3252.)

RROCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401 [0108/R

PHOENIX MOTOR Co. (SURREY), Ltd. High St., Sutton, Surrey. Vigilant 1121. [W5044/R

REQUIRED immediately, good Hillman 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 115. [W2009

CASH buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0792/R

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Tonbridge Rd., Barking. Tel Ripple way 1285. [0438/R

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, New Hall St., Birmingham, and Lower Temple, No. 1, Birmingham, 2. [0098/R

WHY accept less for your Hillman Minx saloon or Estate car when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

NOTTINGHAMSHIRE distributors Humber, Hillman always prepared to purchase first-class condition recent models. Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46581. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0557

Hillman Spares and Service

NORTH and Central London.—CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-99, Pentonville Rd., N.1. Terminus 1091-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reborings and complete overhauls, spare parts stocked.—79-91, King's Rd., Fulham, S.W.6. Renown 1183 [0676/R

REPAIRS reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0261

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

PANTILES, Guildford 5526.—See "Sports Cars." [C5085

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Hotchkiss Cars Wanted

HOTCHKISS in good condition for cash.—Tel. Valentine 2098 or 4674. [0455

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel Kensington 6642 (5 lines). [C5047/R

H.R.G.

JACK ROSE Ltd., offer:—

1950 H.R.G. 1100 2-seater, exceptional condition inside and out; accept £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

1937 H.R.G., Meadows engine, excellent condition, fast, economical and reliable; £425; or exchange character 12hp saloon.—Box 3334. [2764

1951 H.R.G. 1½-litre, white, scarlet upholstery, low mileage, appearance, mechanical condition and tyres as new, listed £1,595, accept £775.—Richmond "Aslyn," Hartford Rd., Darlington. Tel. 3709. [2699

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6265.

SPARE parts.

SERVICE. Barnadale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

DICKS

1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine; £425.

1938 Hudson 17, very fine order throughout; £575.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1938 Hudson saloon; £135 or near offer.—Valentine 2971. [2614

1939 Hudson 16.9 saloon, leather upholstery, new tyres, engine reskeeved, in really super condition throughout; £595.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/5903 [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0661/R

REPAIRS, reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0123

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0566/R

HUMBER

ACRES offer:—

1948 Humber Snipe, finished in black with brown leather, completely sound and in magnificent condition throughout; first £950 secures.—ACRES ADTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel Tulse Hill 1909 [C1003

WIMBUSH for Hawks

1951 Humber Hawk saloon, black, one owner, 16,000 miles, radio; £875.

1950 Humber Hawk 14hp saloon, black with brown upholstery, 11,500 miles, one owner; £625.—R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401 [C4056

JACK ROSE, Ltd., offer:—

1952 (April) Humber Super Snipe saloon, 4,000 miles only and as new; accept £1,195.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

£385—Ford Prefect, November, 1946, black, brown leather, perfect condition, radio, mains immersion heater, sprung steering wheel, Lucas Windtone horns, windscreen washers, Notek fog lamp, loose covers, other extras, taxed; value appreciated when seen.—Waltham Cross 2858 after 7 p.m. [2748

Ford Ten Cars Wanted

CM—THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150 Park Lane, W.1. Grosvenor 3434. [0174/R

FORD 10, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8451

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955/R

LOW-MILEAGE Prefect or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

MARSTON MOTOR Co., Ltd. for your Ford 10.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

1949 1950 Ford Prefect saloon wanted for cash.—"St. Clair," Chestnut Close, Amersham, Bucks. [W1003

WHY accept less for your Ford Prefect when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254 [W2008

FORD CONSUL

B. J. HUNTER, Ltd., offer:—

1952 (May) Ford Consul saloon, low mileage, subject balance of covenant, list price plus handling charge.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1951 Ford Consul, 6,000 miles; £785; subject to B.M.T.A. covenant; terms and exchanges.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 330. [2946

1952 Ford Consul saloon, 5,000 miles, subject balance covenant.—British & Colonial Motors, Ltd., 15-14 Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 Ford Consul, leather, covers, arm-rests, 10,500 miles, 12 months' covenant; £765.—Greenwood, The Grange, Aston, Nr. Sheffield. Evenings Aston Common 253. [2934

1952 Ford Consul saloon, leather, heater, radio, B.M.T.A. permission, part covenant.—Green & Zonis, Ltd. 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

FORD CUSTOM

1950 (August) Ford Custom, l.h.d., in maroon, 4-door de luxe, with works fitted heater and radio, specimen car, recorded mileage 22,000; £1,050.—Northgate Motors, Oldham. Main 6370. [2945

FORD ZEPHYR

1951 Ford Zephyr saloon, in leather, fitted heater, radio, loose covers etc., covenant free.—Bartlett, 12, Park View Rd., Hove 30140 [1842

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford V.8 Pilot saloon, colour black, leather upholstery, in good condition throughout, one owner; £750.

THIS car is available for demonstration anywhere, any time, hire purchase terms can be arranged.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Pilot saloon, black with brown leather upholstery, radio, heater, etc., recorded mileage, 8,500; £695.

836—842 High Rd., N.12. Hillside 0024. [C2027

W. J. BROWN, used Ford specialists.

1947 Ford Six de luxe saloon, l.h.d., black, radio, heater, imported May, 1950, exceptional condition; £545.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

GUY SALMON AUTOMOBILES offer:—

1951 Ford Pilot saloon, moderate mileage, immaculate condition; £735.

1950 Ford Pilot saloon, genuine 8,000 miles, fitted heater and radio, absolutely faultless example, positively indistinguishable from new; £725.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5. [C4001

W. J. BROWN Ltd., used Ford specialists.

1950 (November) Ford Pilot saloon, black, brown leather upholstery, heater, radio, one owner; £650.

W. J. BROWN, Ltd., Ford main dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025/1

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 model Pilot 4-door saloon, finished in black with fawn leather interior, fitted with heater and radio, 2,900 miles only; £725.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

PILOT, green saloon, 15,000 miles, radio, heater, excellent condition, offers over £700.—Box 5188. [2587

1950 Ford Pilot V.8, 20,000 miles, radio and heater, spot light, colour blue; £660.—Woodhouse, "Elmlea," Ruislip Rd., Northolt. [2630

1946 (October) American Ford V.8 super de luxe convertible, right-hand drive, radio, heater, power hood.

METCALF & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

FORD (V.8)

1951 Ford Pilot saloon, finished in blue with blue leather, fitted radio and heater; £700.—BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [2727

1948 Ford V.8 de luxe saloon, radio, heater, taxed, l.h.d.; £695.—Frank Dale, Fremantle 3769.

FORD V.8 91A saloon, in excellent condition; £345.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

595 gns.—Ford V.8 Pilot 1951 saloon, black, radio, heater, one careful owner, practically new condition; teams, exchanges.—Rowland Smith, below.

265 gns.—Ford V.8 1949 model 22hp saloon, blue, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Ford V.8 Pilot, heater, brown upholstery, in black, 650 gns; part exchange terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4524

£200—Ford V.8 1935 30hp drop head coupe, in exceptionally good condition and appearance.—110, Shelford Rd., Cambridge. Trumpington 2101. [2758

FORD Pilot, December, 1950, works maintained and in excellent condition; best offer over £625.—Foundry Equipment, Ltd., Leighton Buzzard, Beds. Tel. 2206. [2846

91A coupe; £450; most exceptional and outstanding condition, mechanically and bodily, as personal property of director of Ronald Kent (Coachbuilders), Ltd., Coalwharf Rd., W.12. Shepherd's Bush 2231. [2642

Ford V.8 Cars Wanted

CM—THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175/R

FORD V.8 in good condition, for cash.—Tel Valentine 2098 or 4674. [8452

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0956/R

UTILITY—FORD OR OTHER BODIES

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford 10cwt Martin Walter Utilecon, one owner; £465.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1002. [C4042

1937 Ford V.8 shooting brake, good condition, good tyres; £120.

V. W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3. [2881

1947 Fordson Utilecon by Martin Walter.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

365 gns.—Fordson (Oct., 1947) 10hp 4-seater tilmer utility, grass all round, fold-flush rear seat, drop tailboard, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0957/R

FORD MISCELLANEOUS

1950 Ford Prefect saloon, 8,000 miles.

1950 Ford Anglia saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938/R

W

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

XXX Cash immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0338

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2255), main Ford dealers; service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1156. [C3062/R

FRAZER NASH

ROSE & YOUNG, Ltd., offer 1950 Fraser Nash Le Mans Replica 2-seater, under 5,000 miles, immaculate condition; £1,825.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

" Chipstead Motors, Ltd.—See our advertisement " under "Sports Cars." [C1046

FRAZER NASH-B.M.W. Type 45 saloon, 1937, must sell; best offer.—Box 3337. [2800

BARTLETT.—Frazer Nash-B.M.W. 327/80, 327/55, also 320 saloon; £395.—27a, Pembridge Villas, W.11. [C1013

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

245 gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55 foursome drop head coupé, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Frazer Nash-B.M.W. late 1935 2-litre Type 55 convertible sports coupe, black, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Frazer Nash-B.M.W. drop head coupe, specimen car, mechanically perfect, type 329; £385.—Highfield Garage, 700, Green Lanes, N.21. Laburnum 4705 or 6512. [2679

1937 Frazer Nash-B.M.W. type 319 drop head sports coupe, good mechanical condition, attractively finished in cream with red waistband, good hood and tyres, etc.; £265.—Carr Bros., Soho Garage, Soho St., W.1. Ger. 6678-9.

Frazer Nash-B.M.W. Cars Wanted

BARTLETT, Frazer Nash-B.M.W. buyers.—27a, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

HEALEY

CAR MART, Ltd.

1951 Healey Tickford saloon, 14,000 miles; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

L. F. WARD, Ltd.

1950 Healey Silverstone, colour red, 7,000 miles only, perfect chassis.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146. [C4045

BARTLETT.—Healey 1950 Silverstone, superb condition; £785.—27a, Pembridge Villas, W.11. [C1013

BROOKLANDS, Healey distributors, London and Home Counties; "still the world's fastest 4-seater saloon."

1952 Healey Tickford saloon, 9,000 miles, maroon.

1951 Healey 3-litre convertible 3-seater, radio.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone sports 2-seater, red.

1949 Healey Silverstone blue, many extras.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Healey drop head foursome coupe, one owner, mileage 6,000; £1,295.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1950 Healey Abbott d.h. coupe, black, one titled owner, immaculate condition; £1,275.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2268. [C4011

1951 Healey Tickford saloon, blue with grey leather, sun roof, heater, 9,000 miles only by one owner since new, maintained solely by Healey's, beautiful condition; £1,475; exchanges welcomed.—John Bridge & Co., Harrowside, Blackpool 6-8. Tel. 41157. [2681

Healey Cars Wanted

BARTLETT, the Healey buyers.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WANTED, Healey Elliott saloon or Abbott drop head coupé, about 1949; private buyer with no car to exchange.—J. E. Murray, "Kington," Preston New Rd., Tarleton, Nr. Preston, Lancs. [2744

HILLMAN 10

OVERSEAS CARS, Ltd.

1950 Hillman Minx saloon, black/brown leather, 8,845 miles; £750; for other Overseas Cars bargains see page 228.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

ELITE MOTORS offer:—

1949 (late) Hillman Minx Phase III saloon, choice of two models, both black with brown leather interior, exceptionally clean condition throughout; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, one careful owner, low mileage; choice of two from £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WILCOX (SLOUGH), Ltd., offer:—

1950 Hillman Minx Ph. IV saloon, black, red leather upholstery, low mileage; £735.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

McKINNON MOTORS, Ltd., offer:—

1950 series (Nov. 11, 1949) Hillman Minx saloon, Mark 4, fawn, red leather, loose covers, heater, taxed Dec. 31, superb condition; £750; 6 months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3030

WARWICK WRIGHT, Ltd., offer:—

1952 (cov. ext.) Hillman Minx Mark V drop head coupe, claret, red leather, 2,000 miles.

1950 Hillman Minx Mark IV saloon, black, red leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (November) Hillman Minx Mk. V saloon, black, brown interior, 12,000 miles only, an immaculate car, particularly in regard to the interior; one private owner since new; £725.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

1946 Hillman Minx, black, one owner, bodywork reconditioned; £460.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2056

1949 Hillman Minx saloon, 25,000, one owner, as new; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1947 Hillman Minx, one owner, 30,000 genuine, exceptional condition; £495.

1939 Hillman Minx, two owners, outstanding condition; £325; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Hillman Minx coupe, black, brown interior, speedo reading 20,000, ex. cond.

1950 Hillman Minx Mk. IV sal., black/red, 18,000 miles, heater, immaculate; £695.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 Hillman Minx Phase IV, green with red leather, low mileage, one owner; £725.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel Denham 2266. [C1070/R

1949 Hillman Minx Phase III saloon, black, immaculate condition; bargain.—Below.

1950 Hillman Minx saloon, black, perfect mechanical cond tion.—Below.

THESE cars and many others can be inspected at the Royal Garage, Ingram Sandle & Co., Ltd., Gillingham St., S.W.1. (Vic. 4366). [1545

£485—Hillman Minx coupe, 1948, well maintained one owner.—Tel. Worthing 148. [2783

1951 Hillman Minx drop head coupe (B.M.T.A. consent), black/red leather, under list price.

RIPCO, Ltd. (Hillmans purchased), 16, Albemarle St., Mayfair, W.1. Regent 2952. [C3052

1950 Hillman Minx saloon, green, as new, small mileage; £790.—12, Crescenta Walk, Boston Regis.

1946 (June) Hillman Minx saloon, black, brown leather, one owner, reconditioned engine, low mileage; £445.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [176c

HILLMAN Minx 1950, low mileage, one owner; £700, or near offer.—12, Kynance Mews, S.W.7. Western 4078. [2906

£440—1947 Hillman Minx saloon, immaculate, taxed.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [2928

£190—Genuine 1936 Hillman 10hp 4-door saloon, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Hillman Minx saloon, in maroon, very attractive and dependable car; £450.—Northgate Motors, Oldham. Tel. Main 6370. [2954

1948 Hillman Minx drop head coupe, grey, one owner; £495.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4087

1952 Hillman Minx coupe, 4,000 miles, as new, great bargain; £775; balance of covenant.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1937 model Hillman 7-seater limousine, division and tip-up seats, black with fawn upholstery; £395.—Herbert Robinson, Ltd., Cambridge. Tel. [C3053

1949 Hillman Minx saloon . . . uine 11,000 miles only, just as new £625.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1951 Hillman Minx, convertible, beige, red leather, H.M.V. radio, 16,000 miles, B.M.T.A. permission; balance of covenant to be signed: £795.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727.

TO the trade only.—Post-war Hillman 10 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?

GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (3 lines). [C1031

1939 Hillman Minx drop head coupe, excellent condition throughout; £525; exchanges, terms.—Palmers Motors, Ltd., 53, York St., Twickenham. Popesgrove 1890. [C3054

1948 Hillman Minx grey d/h coupe, blue leather upholstery, good condition, new battery, 52,000 miles; £485.—Mathews, 105, Hampstead Way, N.W.11. Speedwell 6224. [2787

1949 Hillman Phase III, 15,000 miles, one owner, immaculate condition, heater, H.M.V. radio, private sale; £650.—Tel. Chiswick 2730, after 7 p.m. or week-ends. [2586

£215—1938 Hillman Minx, clean car, show week bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

HILLMAN 10

£565!!!—Magnificent Hillman Minx drop head coupe, 1948 model but literally looks as though it has just left the Motor Show; below.

£345!!!—1942 model Hillman Minx de luxe saloon, modern-looking and absolute gift; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946 (Dec., '45) Hillman Minx saloon, exceptionally good paintwork and interior, factory replacement engine fitted, new brake cables and brake relined; £450 below.

1947 Hillman Minx foursome drop head coupe, excellent condition; £495.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

ROSE & YOUNG Ltd. offer: 1949 Hillman Minx saloon, black; £575—65-69 Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1942 Hillman Minx 10hp saloon, good appearance and mechanically sound; only £275, cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [2273

1948 Minx saloon, many extras, £525; 1947 drop coupe, radio, covers, etc., £485; 1946 Minx saloon, leather; £375; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1950 Hillman Minx Mark IV saloon, suede green, leather upholstery, 12,000 miles only, in superb condition throughout; £695; exchanges, deferred terms.—John S. Truscott, 173, Westbourne Grove, W.11. Bay. 4274. [C4035

ARCHIE SIMONS & Co., Ltd.—1947 Hillman Minx saloon, colour black, one owner since new, in excellent mechanical condition, very reliable and economical in every way; £450.—94, Gt. Portland St., W.1. Lan. 1543. [C4013

265 gns.—Hillman Minx, 1939, foursome drop head coupe, black, maroon leather, good tyres, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£200 extra!!!—1947 Hillman 10 special drop head coupe, fitted new Mark 4 engine, Lockheed hydraulic brakes, different dash plastered with instruments, including built-in H.M.V. radio, etc., etc.; must be seen to be believed; no other like it; £495!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

HILLMAN 14

READ BROTHERS MOTOR Co. (LONDON) Ltd., offer:—

1939 Hillman 14hp saloon, grey/red leather, taxed; £345; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

225 gns.—Hillman 14, 1939, de luxe saloon, black, sliding head, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Hillman Cars Wanted

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ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0241/R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0108/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

REQUIRED immediately, good Hillman 10.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118.

CASH buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0792/R

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7 Tonbridge Rd., Barking. Tel. Ripplevay 1285. [0438/R

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089/R

WHY accept less for your Hillman Minx saloon or Estate car when you get its full market value from Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2026

NOTTINGHAMSHIRE distributors Humber, Hillman always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd. Parliament St., Nottingham. Tel. 46391. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0337

Hillman Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—73-91, King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

REPAIRS reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0261

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 2585. [0720/R

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires,

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

PANTILES, Guildford 5326.—See "Sports Cars."

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

Hotchkiss Cars Wanted

HOTCHKISS, in good condition for cash.—Tel. Valentine 2096 or 4674. [8453

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel Kensington 6642 (5 lines). [83047/R

H.R.G.

JACK ROSE Ltd., offer:—

1950 H.R.G. 1100 2-seater, exceptional condition inside and out; accept £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-9. [C3056

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1937 H.R.G., Meadows engine, excellent condition, fast, economical and reliable; £425; or exchange character 12hp saloon.—Box 3534. [2764

1951 H.R.G. 1½-litre, white, scarlet upholstery, low mileage, appearance, mechanical condition and tyres as new, listed £1,395; accept £775.—Richmond "Aslyn," Hartford Rd., Darlington. Tel. 3709. [2699

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

DICKS.

1939 Hudson 17 saloon, steering gear change, fitted reconditioned engine; £425.

1938 Hudson 17, very fine order throughout; £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1938 Hudson saloon; £135 or near offer.—Valentine 2971. [2648

1939 Hudson 16.9 saloon, leather upholstery, new tyres, engine reslieved, in really super condition throughout; £395.

PETER HANTOOK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5670. [C1014

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903 [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

REPAIRS; reconditioned rear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0125

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17hp.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—82-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0566/R

HUMBER

ACRES offer:—

1948 Humber Snipe, finished in black with brown leather, completely sound and in magnificent condition throughout; first £550 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel Tulse Hill 1909 [C1002

WIMBUSH for Hawks

1951 Humber Hawk saloon, black one owner, 16,000 miles, radio; £875.

1950 Humber Hawk 14hp saloon, black with brown upholstery, 11,500 miles, one owner; £625.

R C. WIMBUSH, Ltd., 312, Farl's Court Rd., London, S.W.5. Fremantle 8401 [C4056

JACK ROSE, Ltd., offer:—

1952 (April) Humber Super Snipe saloon, 4,000 miles only and as new; accept £1,195.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

OVERSEAS CARS, Ltd.

1950 (October) Humber Hawk saloon, green, brown leather, 16,878 miles, £995.

1949 50 Humber Hawk saloon, black, brown leather, one owner; £850; for other Overseas Cars bargains see page 226.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

B. J. HUNTER, Ltd., offer:—

1950 Humber Hawk saloon, one owner, very carefully used, £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Hawk saloon, blue, fawn leather, radio and heater, 6,000 miles.

1951 Humber Super Snipe saloon, black, red leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1950 Humber Hawk, immaculate; £825.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

GORDON CARS (LONDON), Ltd., for Humbers.

1950 Snipe 27hp saloon; £795.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1948 Humber Hawk saloons, choice of 2; from £695.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [2315

HUMBER Super Snipe, 1949, perfect, view by appointment.—Bennett, Gul. 4488. [1880

1951 black Super Snipe Humber, 11,000 miles, many extras; 1,000gns or offer.—Holborn 0987. [2845

NOV., 1947, Super Snipe 27hp; £450 or near offer.—Howard, 140, Mayborne Ave., Wembley. Arnold 6349. [2625

HUMBER Hawk, 1951 series, blk., brown leather, 2¼-litre engine; £950.—C. G. Norman & Co. Vic. 2211. [2636

£75 down, £6 monthly.—Humber 27 saloon, 1937, good condition, taxed.—7, Radcliffe Rd., Croydon. 1503 after 5. [C2041

1950 (January) Humber Hawk saloon, green, 24,000 miles, one owner, very carefully used and in excellent condition throughout.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5051-2. [C4008

1940 Humber 16 saloon, excellent, guaranteed, £270; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4036

1949 (July) Humber Hawk, black, fitted works heater, loose covers, specimen; £775.—Northgate Motors, Oldham. Tel. Main 6370. [2949

1950 Humber Hawk, 12,000 miles; £795.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/2

1949 Super Snipe, low mileage; £845.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1

1949 Super Snipe, colour grey; £750.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Humber Hawk, black, red leather, 24,000, immaculate; £695.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [2940

1950 (May) Humber Super Snipe Tickford drop head coupé, radio, heater, one owner, 21,000 miles, silver sand, red leather.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 Humber Hawk 14hp saloon, black, heater and R.M.V. radio, 16,000 miles, A.A. report available; £850.—Campbell Symmonds, Wembley 6262. [C1037

1949 Humber Super Snipe saloon, black with brown leather, very well maintained; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022/1

1950 Humber Hawk saloon, black with fawn leather, most attractive condition; £765.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1948 18hp Snipe saloon, black/grey, excellent condition; £585.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 Humber Hawk saloon, bronze, red leather, one owner only, heater, taxed, immaculate.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Humber Hawk 14hp, bronze, radio, heater, as new inside and out, chauffeur maintained, Rootes serviced; seen West End; £850 o.n.o.; no dealers.—Cor. 9254. [2663

1949 Humber Pullman limousine with division, face-forward seats, fitted with radio and heater, mileage 28,000; £975.—Collom's Car Sales, Tel. Maida Vale 5134 and 5651-2. [C1055

HUMBER Hawk 16hp sun saloon, September, 1950, satin bronze, red leather, heater, mileage only 15,000, one owner; £895.—Eldons Automobiles, Ltd., Cheltenham. Tel. 5895. [2767

HUMBER limousine 7-seater, registered December, 1947, private one driver, chauffeur driven; view London; offers over £700 invited.—Write, Box E7105, Whites, 72/78, Fleet St., London, E.C.4. [2717

£250 below cost!!!—1940 Humber 16.8hp 4-door sun saloon, reconditioned engine 1951; first £295 secures.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1049

HUMBER

1951 model Humber Super Snipe, finished gun grey, fitted radio and heater, one owner since new, new, moderate mileage; £925.—E. H. Pickford & Co., Ltd., Ecclesall Rd., Sheffield, 11. Tel. 62444. [2821

1951 (Sept.) Humber Hawk saloon, black, red leather, 4,000 miles only, one owner, overrides and Rimbellishers, R.M.V. wireless, showroom condition, privately owned.—Streatham 7695, after 6 p.m. Near offer to £1,025. [2662

HEARSE (unregistered) Latest Bearer-Deck A. & S. streamlined Coachwork, lavishly equipped—ready service. Alpe & Saunders, The Funeral Trade Coachbuilders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

1952 Humber Hawk saloon, first registered 10.7.52, black with red leather upholstery, fitted H.M.V. radio, heater, best quality wine-coloured loose covers, special white walled tyres, twin Lucas fog lamps, Ace rimbellishers, screen washer and many other extras; 4,000 miles only, in perfect condition throughout; may we quote for your present car in part exchange, fullest of details from:—

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

A & S (Fifty Limousines—Lists Posted). 1937/38, partition, 7-forward, black, privately owned, selection £495. Below

LIMOUSINES 1947/48, partition, forward occasionals, wonderful condition throughout, genuine low mileages, private selection, £795.

1951 Phase III seven passenger Imperial Saloon, leather, mileage negligible, showroom condition, low cost.

49/50 51 private Limousines, partition, forward occasionals, mileage negligible, exceptional condition carriages from £965. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Humber Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

KIRBYS, Ltd.,

DISTRIBUTORS,

ARE cash buyers of low-mileage Humber cars.

LIVERPOOL.—52-58, Renshaw St. (Royal 3567/8).

SOUTHPORT.—91, Lord St. (Southport 4158).

BLACKPOOL.—292, Church St. (Blackpool 23485). [2604

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

HUMBER, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8454

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

LOW-MILEAGE Hawk or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 6468. [0653

PULLMAN limousine wanted, about 1946-48, cash.—489, Bordesley Green, Birmingham 9. Victoria 0517. [2011

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0096/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & N. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

CROYDON.—Local service promotes satisfaction. Bring your Humber car to us for regular servicing. Main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4652. [0967

INVICTA

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1043

JAGUAR

DICKS.

1939 Jaguar 1½-litre coupé, very attractive car; £595.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn. Maida Vale 6868-9. [C1072

JACK ROSE, Ltd., offer:—

1950—51 (December) XK120 Jaguar sports 2-seater, in red, a beautiful car, one owner; accept £1,375.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors,

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7643).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

COACHCRAFT offer:—

£495.—1947 (April) 3½ special equipment saloon, very well maintained car, in superior condition, extremely fast and handles perfectly, maintains maker's oil pressure, no repairs or replacements of any sort required, oil consumption negligible, bodywork and interior very clean, Ace discs, heater, etc., taxed, 3 months' written guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

ROSE & YOUNG, Ltd., offer:—

1951 XK120 Jaguar, 12,000 miles only, fitted radio, immaculate condition, not raced, metallic silver with red leather; £1,295.

WIMBUSH for Lagonda value:—

1951 Jaguar Mark V saloon, silver with grey leather, 11,000 miles by one owner, radio; £1,150.

1950 Jaguar Mark V saloon, suede green, carefully driven one owner, radio, £1,075.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056

GUY SALMON AUTOMOBILES offer:—

1948 Jaguar 2½-litre saloon, 23,000 miles, Ace discs, heater, radio, faultless; £765.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KEVILL-DAVIES & MARCH, Ltd., offer:—

XK120 sports 2-seater, silver with black upholstery.

41—42, Hay's Mews, Berkeley Sq., London, W.1. Tel. Grosvenor 2563. [2611

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, excellent condition throughout, taxed; £1,095.

1950 Mark V 3½-litre Jaguar, colour grey, grey leather interior, showroom condition, small mileage, £1,395.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

GORDON CARS (LONDON), Ltd., for Jaguars.

1951 Mk. V 3½-litre coupé, mileage 6,000; £1,595.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

BROOKLANDS.—Individuality, new and used cars.

1951 Jaguar 3½-litre d.h. coupé, radio, heater.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Jaguar 3½-litre Mark V saloon, low mileage, one owner.

RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

CAMDEN MOTORS.—Jaguar, see special double-page advert. in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

XK120 1951 series, silver and blue leather, recently checked by makers; £1,450.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Fremantle 8401. [C4056/1

1948 3½ Jaguar, beautiful condition; £675.—Simmerson 231, Handsworth Road, Sheffield, 13. [2747

1939 2½ Jaguar, black, chrome, original head lining, carpets, exceptional condition; £345. Tel. 6124. [2894

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1950 Mk. V Jaguar saloon, small mileage, chauffeur maintained, in immaculate condition throughout and thoroughly recommended; £1,250.

V. W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3. [2880

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate. Maryland 4818-9. [0700/R

CASS'S MOTOR MART.—1948 Jaguar 1¼-litre saloon, special equipment, 26,000 miles, immaculate.—5, Warren St., W.1. Euston 4110. [C1040

£398.—Jaguar 1½-litre 1939 s/n., exceptionally good original condition throughout, choice several and ready many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

JAGUAR saloon, 1939, 1½-litre, factory rebuilt engine, new diff., very good condition; £450 or near offer.—Box 5252. [2626

4000 miles only, 1950 Jaguar XK120 Sports two-seater, finished in bronze, one owner from new; £1,895.

H. A. SAUNDERS, Ltd., Austin House, Castle Street, Worcester. 'Phone 2568. [C4005

1947 Jaguar 1½-litre, black, nice order throughout; £595.—W. T. Dunn, Ltd., 507, Euston Rd., N.W.1. Euston 3105. [2505

£695—1948 1½-litre Jaguar saloon, one owner.—Le Grice Piers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£220—Jaguar 2½-litre sports saloon, 1936, good performance, suspension and brakes, but oil poor; licensed, insured; photo.—Box 3336. [2792

XK120 superbly kept model, in immaculate condition, 9,000 miles of careful use, not raced, original tyres still in use.—Box 3330. [2755

JAGUAR 3½-litre 1940, reconditioned engine, body work in immaculate condition, very fast motor, bargain; £350.—Currier, 4, Brook Street, St. Paul's Square, Birmingham, 3. [2762

1950 Mk. V Jaguar 2½-litre saloon, black, one owner, in very excellent condition throughout; £1,095.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

LANCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate Bolton. Tel. 4060. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WALTER SCOTT, Ltd.—1947 series Jaguar 1½-litre special equipment, black; bargain, £575; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1948 (March) Jaguar 1½-litre, special equipment, dove grey, with red leather, absolutely immaculate throughout; £695.—Northgate Motors, 11, Bottom o'th'moor, Oldham. Tel. Main 6370. [2953

XK120 1951 (August), 5,000 miles, bronze, radio, heater, several other extras, as new, (balance of covenant).—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

1950 Jaguar Mark V 2½-litre saloon, 15,000 miles only, fitted radio and heater, suede green; £1,045.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1950 model (reg. Dec., 1949) Jaguar Mark V 2½-litre saloon, in green with green leather, one owner, low mileage, immaculate; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2428

1949 Jaguar Mark V saloon, fitted radio, heater and every conceivable extra; £965; part exchange and terms welcome.—Compton & Ecclestone, Ltd., 500, Broadway, Bexleyheath, Kent. Tel. Bexleyheath 2031 and 4281. [2690

1948 (July) Jaguar 3½-litre saloon, black with brown leather, completely overhauled, including new engine, in very nice condition indeed; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

395ENS.—Jaguar, 1939 model, 3½-litre foursome drop head coupe, pastel blue, leather upholstery, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Jaguar 1½-litre, engine just completely recon., recon. steering box, mech. perfect throughout, interior exceeding clean, black cellulose gleams; conditions, wonderful condition for the year; £450.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6078/9. [2676

1939 Jaguar 1½-litre sun saloon, black with brown hide interior, recently fitted with reconditioned engine, new tyres; an exceptional car, taxed, small car taken in part exchange; terms could be arranged.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42151. [C4027

1947 Jaguar 3½-litre saloon, finished in the original and unmarked black and chrome, this is the special equipment model, fitted heater, twin chrome pass lamps, Ace discs of chrome and all new tyres, taxed; upholstered in silver grey leather with new carpets to match, a really beautiful and specimen example of this fine car; terms, free delivery; £495.—Maidstone Engineering Co., Cross St., Pendleton, Salford, 6. Manchester, Pen. 3457. [C3506

XK120 sports 2-seater, finished bronze, first registered January, 1951, radio, heater, Goodyear Lifeguard tubes, screen spray, special hood, over £300 extras, one owner, immaculate condition, not raced, residue of guarantee to sign; £1,495.—Parkers, Ltd., 176, Deansgate, Manchester (Dea. 4507), or Bradshawgate, Bolton (4080). [2689

£666!!!—Dear, but worth it! Jaguar 3½-litre de luxe saloon, in original suede green and suede green upholstery, fitted discs, spotlamps, etc.; this vehicle is the most magnificent example we have ever had, late owner enthusiast recently spending £150 completely reconditioning; this vehicle is magnificent; you must see it; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Jaguar Cars Wanted

CMTHE CAR MART, Ltd. wish to purchase Jaguar cars, 150, Park Lane, W.1. Grosvenor 3434. [0673/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

Jaguar Cars Wanted

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [W4002/R

JAGUAR, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8455

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

1948-9 Jaguar 1½-litre saloon required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

ROSE & YOUNG, Ltd., urgently require Mark 5, Mark 7 and XK120 Jaguars.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [W3057

XK120 required by private owner, late model and low mileage, one not raced or used for competition, exchange 1951 (July) 2½-litre Riley saloon, 15,000 miles, immaculate condition, very carefully used and maintained.—Box 3345. [2699

Jaguar Spares and Service

HENLY'S Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station; Green Lanes, N.13. Palmers Green 1205/7173. [S4002/R

REPAIRS; reconditioned gear boxes (guaranteed).—10, Winchester Mews, N.W.3. Pri. 2647. [0139

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4816-9. [0404/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 6545. [0619/R

WHAT car can I get "made to measure"?—a Metamet converted Jeep.—980, Belsize Lane, N.W.3. [0534

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5015, 0621. [0241/R

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0620/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork Ltd., Winchester. Tel. Winchester 4854/3406. [C1010

1948 Jeep utility in excellent condition throughout, licence till year end; £175.—Willowhyrst Manor, Golden Cross, Nr. Hailsham, Sussex. Chiddingly 310. [2754

195ENS.—Jeep (Willys), registered November, 1946, hood, spare unused, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MANSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeep taken in part exchange or rebuilt, all spares stocked; contractors to overseas Governments.—11, Cadogan Lane, London, S.W.1. Sloane 4732, 4728. [C5066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919.

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0566/R

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and Service. 84-90 Holland Park Ave., W.11. Park 5077. [33030/R

JENSEN

BROOKLANDS.—Individuality, new and used cars.

1951 Jensen Interceptor cabriolet, mileage 1,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

SPECIAL Ford-Jensen tourer, new hood, tonneau cover, reconditioned engine and gear box, terrific performance; £675.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

JOWETT

NEWNHAMS, Ltd.

1949 Jowett Javelin saloon, black with brown, carefully used; £675.

NEWNHAM House, 355-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

JOWETT

HMBENTLEY & PARTNERS, Ltd., offer:—

1949 model Javelin saloon de luxe, black with red leather, engine fitted hard crankshaft and chassis fully reconditioned, 6 months' guarantee; £675.—9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

CLARKE'S OF PIRBRIGHT.

MAIN agents. Day and night service in Guildford, Woking and Aldershot area.

GUARANTEED used Jowett products:—

1951 Javelin de luxe saloon, 950 miles only.

1950 Javelin de luxe saloon.

1949 Javelin de luxe saloon.

NEW Javelins from stock.

NEW Bradford de luxe utility, actual show model.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2. [0522/R

B. J. HUNTER, Ltd., offer:—

1949 (October) Jowett Javelin saloon, one owner, immaculate condition, numerous extras; £675.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1951 Jowett Javelin saloon, excellent condition; £835.—Portsmouth Rd., Thames Ditton, Esher. Emberbrook 5551-2-3. [C4001

PURCHASE a new or good used Jowett from Kingston main agents.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

1952 Javelin de luxe saloon, one owner, excellent condition, guaranteed; £925.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

JOWETT and Javelin main agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1952 Javelin saloon, black, one owner, 5,850 careful miles; £970.—Goodman, 9, East Cliff, Dover. [2786

GUY ALFREDS & Co., Ltd.—1951 Jowett Javelin saloon, heater, loose covers, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales, factory-trained mechanics.

GODFREYS, Ltd., 234, London Rd., Croydon. Cro. 3641/2. [0463/R

JOWETT Javelin de luxe, 1951 model, maroon, 22,000 miles, radio, covers, new Michelins, immaculate; £815.—Vautier, Lambeth Hospital, S.E.11. Reliance 3804. [2641

1952 Jowett Javelin de luxe saloon, metallic grey, red leather, radio, heater, one owner, 11,000 miles, guaranteed.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [2520

JUPITER 1952, 7,000 miles, red, radio, heater, etc., just back from complete check over by makers; £1,250.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1952 Javelin de luxe, 7,000 miles, grey, one owner driver, heater, absolutely as new, seats, carpets covered, maintained main agents, receipts; £895 or close offer.—Jackson, 32, Braywood Rd., S.E.9. [2675

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1951 Javelin saloon, grey/fawn upholstery, immaculate, low mileage; £850; also prompt delivery new Javelin.—140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

ROSE & YOUNG, Ltd., offer 1951 Javelin saloon, radio, heater, leather upholstery, low mileage, black; £775.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

245ENS.—Jowett 1939 (registered 1942) 10hp 4-cylinder saloon, black, brown leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT Jupiter, prototype saloon body produced by Beverley Motors, 2/3-seater, colour primrose with blue wheels and upholstery, Lucas equipment; photographs available on application; price £1,100 plus purchase tax; immediate delivery.—Airic House, Airic Ave., New Malden. Tel. Malden 4403. [2221

Jowett Cars Wanted

CMTHE CAR MART, Ltd. wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0674/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954/R

Jowett Spares and Service

HMBENTLEY & PARTNERS, Ltd.

JAVELIN and Bradford service and spares, 21-23, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Tel. Sloane 9447. [0293/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

MILESTONES (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009/R

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spare and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities, trade requirements catered for.

G. W. WILKIN, Ltd., Weston Park, and 84 Eden St., Kingston-on-Thames. Kin. 2241/2. [0679/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 20 years' Jowett experience, spares and service. [0759/R

TRINITY CARS, Ltd., Jowett Javelin, Jupiter Bradford main agents; specialists in repairs by factory-trained mechanics, full range of spares and replacements units.—94, North Side, Wandsworth Common S.W.18. Vandyke 1166. [84/54/R

LAGONDA

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [C3047/R

GUY SALMON AUTOMOBILES offer:—

LAGONDA and Aston Martin agents.

1952 Lagonda 2.6-litre saloon, 4,000 miles; £2,350.

1952 Lagonda 2.6-litre drop head coupe, 500 miles only; £2,750.

1952 Lagonda 2.6-litre drop head coupe, 3,500 miles, H.M.V. radio; £2,495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001/1

KEVILL-DAVIES & MARCH, Ltd., offer:—

LAGONDA V.12 saloon (September, 1939), this must be one of the best maintained and most attractive cars in the country, black with blue upholstery, chassis No. 16024.

41—42, Hay's Mews, Berkeley Sq., London, W.1. Tel. Grosvenor 2565. [2609

BROOKLANDS.—Lagonda distributors, latest models.

1952 Lagonda 2.6-litre coupe; mileage 6,000, grey.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481, offer:—

1950 Lagonda 2½-litre saloon, grey, grey leather, latest modifications, one titled owner, superb condition; £1,650. [C1001

RAPIER fixed head coupe, taxed and insured, condition exceptional.—Box 3272. [2668

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

1936 Lagonda 3½-litre sports saloon, in excellent condition; £295.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.),

1932 16/80 sports tourer, well maintained throughout, taxed.

1936 4½-litre type LG 45 4-door sports saloon, burgundy exterior, chassis and coachwork comprehensively checked; condition well above average.

1938 V.12 short saloon, chassis comprehensively checked, coachwork recellulosed and renovated throughout; an outstanding model.

1952 2.6-litre drop head coupe, virtually as new, several extras, negligible mileage.

FURTHER particulars of these and other models now in course of preparation.

DAVIES MOTORS, Ltd., 257, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Poppetsgate 5384. [C1080

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

1935 Lagonda Rapier d/h coupe, extremely good condition throughout; £330.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2677

LAGONDA 2½-litre saloon, June 1951, maroon with beige leather, genuine 4,166 miles, as new throughout.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Tel. Winton 2000. [2653

LAGONDA 2½-litre saloon, June, 1951, one careful owner, immaculate condition, grey with grey leather, nominal mileage.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Tel. Winton 2000. [2652

YOUR choice—a slightly used Lagonda drop head foursome coupe, black, with red furniture hide upholstery, or a saloon finished in bronze with red upholstery, both 1952 cars and complete to the latest specification; they are unsoiled and have run a very small mileage.

YOUR enquiry solicited.

J. BLAKE & Co., Ltd.

LAGONDA Distributors, 110, Bold St., Liverpool.

GRAMS, Autocar, Liverpool. Tel. Royal 6622. [2111

£585!!!—V.12 1938 medium chassis 4-door sports saloon, black and chrome, beautiful soft hide leather upholstery, sunshine roof, discs and rim embellishers, hydraulic jacks, this very fine looking car is in good mechanical order, and we have a copy of its recent history from the makers.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951 after 6 Tulse Hill 4755. [C2009

LAGONDA

ROSE & YOUNG, Ltd., offer Lagonda V12, first registered 1945, Hooper special razor edge 4-door 7-seater sedanca de ville, black and primrose with chromium waistline, upholstered fawn leather, polished walnut panelling, electric glass sliding partition, concealed occasional seats, luxuriously equipped, H.M.V. radio, remote speaker and numerous other extras. Lucas long range headlamps, hydraulic jacking system, Ace discs, excellent tyres, small mileage, very carefully used, completely overhauled and in splendid condition; £950.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3051

!!! Lagonda V.12, here's a luxurious and beautifully ******* appointed car, short chassis sports saloon, 1939, the most desirable of all pre-war Lagondas and probably the finest conditioned example of this series in the whole country, coachwork immaculately finished in deep maroon, all chromework, interior upholstery and fittings—quite unblemished, mechanical condition of the very highest order with a performance which must be experienced to be believed, 5-100mph in top gear, with astounding acceleration, coupled with a luxuriously smooth ride due to the independent front suspension, usual exclusive features of this model, twin petrol fillers, twin rear stop and tail lights, special external housing for ancillary items and tools, special jacking system, this car can only be recommended to the true connoisseur.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [61080

LANCHESTER

DICKS.

1939 Lanchester 14hp saloon, quality car; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 10hp saloon (1948), black with fawn interior, radio, heater, loose covers, maintained in superb condition; £675.

LANCHESTER 10hp saloon (1947), black with brown leather, low mileage; £750.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

225 gns.—1938 Lanchester 14 saloon, very clean car.—Autosnips, 5, Balham High Rd., Balham 3509. [C1009

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £650.—Campbell Symonds, Arnold 2246. [C1037

£395—Lanchester 11 1939 sports 4-door 4-light saln., mechanically exceptional, original throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1935 Lanchester 10 saln., overhauled; £265.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C4019

£275—Lanchester 1937 Roadrider 14hp saloon, in very good mechanical order and body sound, taxed; apply.—Hartwells of Oxford. Tel. 55211. [2738

£298—Lanchester 14 4-door de luxe saloon, registered 1950, £1,100 miles, Bray Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. [C1024

245 gns.—Lanchester Roadrider, 1937 model, 14hp de luxe 4-door saloon, black, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7503. [C2037

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2981. [0416

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares; large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

GOOD examples are becoming increasingly scarce.

WE usually have the best examples available.

PRESENT stock includes several 1937, 8 and 9 Aprilia saloons, excellent condition throughout.

FULL details, road test reports (returnable), etc., gladly forwarded to genuinely interested buyers.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4085

KEVILL-DAVIES & MARCH, Ltd., offer:—

LANCIA Aprilia, 1939, grey with blue upholstery, radio, excellent condition throughout.

41—42, Hay's Mews, Berkeley Sq., London, W.1. Tel. Grosvenor 2565. [2610

THE CLOCK GARAGE, Bath Rd., Theale, Berks (Tel. Theale 59), for Lancia cars.

PRESENT stock includes 1937, 1938 and 1939 Aprilia standard saloons; full details on request. [1894

LANCIA

1937 Lancia Aprilia, excellent condition.—Autework, Ltd., Winchester. Tel. Winchester 4834. [C1010

£250—Augusta pillarless saloon, unpiested natural brown leather upholstery, two owners from new, taxed.—Alton Garage, Paddington 3952. [C1007

1939 Lancia Aprilia, rebuilt in 1948 by Lancia's, exceptional condition; choice of 2, from £595.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2 [C3040

LANCIA Aprilia, 1937, completely reconditioned engine, resprayed dark green, interior reupholstered, chassis and transmission checked, rechromed, beautiful car; £575.—S. & S. Motors, Bayswater 1644. [2645

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2393. [0345/R

LANCIA Aprilia cars wanted for cash.—The Hindhead Motor Works, Ltd. Tel. Hindhead 665. [1854

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0562/R

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0506/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4055

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [C526/R

LEA-FRANCIS

JACK ROSE, Ltd., offer:—

1948-9 Lea-Francis 2/4-seater 14hp sports, in green with beige leather, a beautiful car almost unmarked; accept £625, open 9-8.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3026

BROOKLANDS.—Individuality, new and used cars.

1948 Lea-Francis 14hp sports 2-seater; green.

103 New Bond St., London, W.1. Mayfair 8351-6.

1950 Lea-Francis 2½-litre sal., black/fawn, 25,000 miles, heater, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [C4029

1951 Lea-Francis 14hp estate car, 20,000 miles, one owner, very good condition, heater fitted; £1,000.—Eden, Scaleby Castle, Carlisle. Tel. Kirklinton 240. [1589

NAYLOR & ROOT.—1948 Lea-Francis 14hp saloon, smoke grey, excellent condition throughout; £545; six months' guarantee.—25, East Hill, Clapham Junc., S.W.11. Bat. 2252. [C2022

1948 Lea-Francis saloon, maroon, 29,000 miles, excellent condition inside and out, good tyres, taxed; £625.—Edward Stokes, Benwick, nr. March. Tel. 247. [2342

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London & Home Counties, offer the following cars which represent exceptional value and which have all been serviced, and carry a three months' written guarantee:—

1949 Lea-Francis 14hp 6-light streamlined sal., black, beige hide, one owner, 14,000 miles only (genuine), heater and demister, chauffeur maintained, very attractive and up to date body styling; £1,150.

1951 Lea-Francis 2½-litre sports 2/4 seater, gun-metal, 14,000 miles, wind-up windows and coupe type hood, a really comfortable sports car with 100 m.p.h. performance; £1,175.

1950 Lea-Francis (1951 body style), 14hp 4-door sal., maroon with maroon leather, one owner, radio, heater and demister, mileage 21,000, this car has been chauffeur maintained and driven, loose covers fitted the whole time; £995.

1951 Lea-Francis 14hp Estate car, f.f.s., one owner, 10,000 miles only, natural wood and sun-metal, guaranteed; £1,095.

1949 Lea-Francis 14hp Estate car, f.f.s., natural wood and maroon, one owner, 25,000 miles, serviced and guaranteed; £775.

18 Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station.—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1950 (October) I.F.S. Lea-Francis 14hp saloon, black, unmarked, 16,000 miles, original owner; A.A. or R.A.C. tests welcomed; £850 for quick sale.—Needham, 470, Purley Way, Croydon. Croydon 2602 between 8 a.m. and 12.30 p.m. and 1.30 and 5 p.m. [2603

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LINCOLN

SIMPSON'S offer:—

1950 Ford Customs Six Continental style, excellent condition, cream seat covers, extras.
SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists). Tel. Wembley 8691/3905. [C4015

LINCOLN-ZEPHYR

295gns.—Lincoln-Zephyr, 1937, V.12 4-door 8-seater station wagon, natural timber body, glass all round, removable rear seats, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LLOYD

LLOYD 650, first registered 12-12-49, 12,000 miles, clean condition; £195.—Bishopsgate 7676. [2827

LLOYD, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8456

MERCEDES

PANTILES, Guildford 5526.—See "Sports Cars." [C5035

Mercedes Cars Wanted

PRIVATE buyer requires Mercedes foursome drop head; state model, price, full particulars, history.—Box 3500. [2696

MERCEDES-BENZ

MERCEDES-BENZ (Gt. BRITAIN), Ltd., offer:—

TYPE 170 V 14hp Mercedes-Benz 4-door saloon, right-hand steering, metallic green with beige cloth; this car has been completely and thoroughly overhauled and is in immaculate condition throughout.—Victoria 8715. [9643

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111 Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [3165

MERCURY

SIMPSON'S offer:—

1947 Ford Mercury 2-door saloon, fitted with heater and seat covers.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 8691-3905. [C4015

M.G.

PC

M.G. 1¼-litre sports saloon, 1949, £555; M.G. T.A. 10hp Tickford, 1939, £375.
M.G. T.D. 2-seater roadster, 1950, £565; M.G. T.A. 10hp Tickford coupe, 1939, £375.
M.G. T.C. 2-seater roadsters, choice of 6, 1946 to 1949; £375 to £525.
M.G. T.A. 10hp 2-seaters, choice of 2, 1938; £275 and £345.
M.G. 2-litre 18hp drop head foursome, choice of 2, 1938; £245 and £295.
M.G. P.B. 4-seater, 1936, £275; M.G. P.A. 8hp 2-seater, 1935, £295.
M.G. J.2 8hp 2-seaters, choice of 3, 1933; £155 to £195.
M.G. 8hp 4-seater, 1932, £95; M.G. N.A. 12hp 4-seater, 1935, £245.
M.G. P.A. supercharged 2-seater, 1934 £225; M.G. 18hp M-Type 2-seaters (2), 1930, £95.
PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 6841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C3041

CAR MART, Ltd.

1949-50 M.G. T.C., radio, 8,000 miles; £650.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND Way. The hire purchase specialists.

1937 M.G. 3-litre drop head foursome coupe, very attractive pale blue cellulose with upholstery to match; excellent mechanical condition; looks and runs as a thoroughbred should; 249gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

NEWNHAMS Ltd.

1951 (Dec.) M.G. T.D. sports 2-seater, black with red, 2,400 miles only, B.M.T.A. consent; £795.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RIPOO, Ltd., offer:—

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner.
1949 M.G. T.C. 2-seater, blue, low mileage, one owner; choice two.
1947 M.G. T.C. 2-seater, green, low mileage, one owner; choice two.
THE above and many other small mileage cars are inviting your inspection at
RIPOO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952. (M.G.s purchased.) [C5052

TOM GARNER, Ltd., offer:—

1951 series M.G. 1¼-litre saloon, duo green with beige leather, 8,000 miles only, B.M.T.A. consents.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CHARLES RICKARDS, Ltd., offer:—

1949 (April) M.G. T.C. 2-seater, finished black, one owner since new, offered at the very competitive price of £495.
ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch.) Pad. 1920. [C5050

M.G.

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black, red leather, heater, 9,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

JACK ROSE, Ltd., M.G. Agents, offer:—

1949 M.G. 1¼-litre saloon, almost unmarked inside and out, many extras; accept £750.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

PARADE MOTORS (MITCHAM) offer:—

1939 T.B. M.G. 2-seater, B.R. green, new tyres, taxed; £365.
1938 T.A. M.G., green, reconditioned engine not run in, new hood, good tyres; £335.
1934 P.A. M.G., green; a specimen; £225.
1935 Hotrod Special Magnette 2-seater; £195.
1939 Tickford drop head T.A.; £355.
1933 J.2; £135.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 5592. [C5026

GORDON CARS (LONDON), Ltd., for M.G.

1949 two-seater, blue, 1,700 miles only; £695.

GORDON House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 M.G. black saloon, 2-litre, exit. condition; offers? —Box 3329. [2750

1950 M.G. sports 2-seater, type T.D., literally without blemish; £675.
METCALF & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

M.G. 1¼ saloon, June, 1952, 1,500 miles; £995.—Jones, 25, North Crescent, N.3. [2832

1950 M.G. 1¼-litre saloon, black with red leather, radio, very carefully used; £795.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

1948 M.G. T.C., first-class condition, recently overhauled; £500.—Box 3305. [2704

1951 (May) M.G. 1¼-litre saloon, 7,000 miles.—Ernest Sutton, 194, Queens Rd., Reading. [C4023

1952 M.G. 1¼-litre, 5,500 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1952 M.G. T.D., privately owned.—Tel. Glasgow, Douglas 8077. [2796

M.G. 8 J.2, in excellent condition, 1933; £200 o.n.o. 2, Squirrell Cottages, Green St., Eastbourne. [2721

PEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3346. [3092/R

M.G. NA Magnette, 1936; £185 o.n.o.—Spooner, Tresells, Margaretting Tye, Ingatestone, Essex. [2762

1951 1¼-litre M.G., maroon, heater, 11,500 miles; £850.—Below.
1951 1¼-litre M.G. saloon, 1,700 miles; £950.—Halls (Pinchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [2910

1949 W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 5105. [2507

1939 M.G. 2.6 drop head coupe, guarantee; £385; payments.—Oldfield, 39c, Kensington High St., W.14. Wes. 6651. [C3029

£325—1938 M.G. 2-litre saloon, very good condition; genuine offer.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 5846. [2923

1949 M.G. T.C. 2-seater, red, exceptional condition throughout; £650.—Carden Motors, Penn, Bucks. Penn 3291. [2629

CAMDEN MOTORS.—M.G. Midget. See sports car section on special double-page advertisement in this issue.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

1951 1½ saloon, 20,000 mls., duo green, £90 of special equipment; £825.—Oscar Moore, 204, Ballards Lane, Finchley 2920. [2892

£245 o.n.o.—M.G. PA, immaculate, good tyres, radio, twin horns.—55, Palermo Rd., N.W.10. Elg. 4301 [2901

1938 M.G. 2-litre sports saloon, guaranteed; £225; exchanges and terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [2925

1951 M.G. 1¼-litre b'lack saloon, 1,800 miles only, extras, as new; £895.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1949 (July) M.G. T.C. 2-seater, green, green leather, luggage carrier, 24,000 miles, immaculate, mechanically 100%; £565.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [1761

1950 (April) M.G. 1¼-litre saloon, black, with red leather, one private owner, very attractive car; £675.—Northgate Motors, Oldham. Tel. Main 6370. [2950

T.A., 1937, one owner, never raced, engine and chassis perfect, body just recellulosed, cream/red, very attractive and lively performer; £350 or offer.—Uplands 0905. [2657

545gns.—M.G. Midget, 1949, 11hp T.C. 2-seater, green, green leather, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith.—Below.
495gns.—M.G. Midget, 1948, 11hp T.C. 2-seater, red, fawn leather, small mileage, carefully used, excellent condition; taxed; terms, exchanges.—Rowland Smith.—Below.
365gns.—M.G. 1939, 2.6-litre sports saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

M.G.

1950 M.G. T.D. 2-seater, black, spare unused, exceptional condition throughout; £785; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3090

1951 M.G. T.D. with loose covers, luggage rack, unmarked, 6,000 miles; £825.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 (March) M.G. 1¼ saloon, bronze with red leather, one owner, fitted heater, etc., 10,000 miles; £825.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2769

1937 M.G. TA 2-str., black, with extras, excellent condition; £295, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tuse Hill 4488. [C3016

1949 M.G., green, 25,000 miles, new hood, screens, etc., brakes relined, carrier Windtones; offers over £525.—Lease, 10, Adelaide Rd., Surbiton, Elmbridge 4426. [2769

1949 M.G. T.C., finished green, beige interior, new tyres, spotless condition throughout; £545.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. Leeds 45405 (4 lines). [2554

XXX £430.—1946 (July) M.G. T.C. sports 2-str., finished black, silver wheels, red leather, Bluemel spring wheel; really immaculate appearance, delightful performance; written guarantee, terms, exchanges, below.
XXX Quite exceptional 1949 (June) M.G. T.C. sports 2-seater, green, red leather, red wheels, all-over tonneau cover, twin horns and foglamp; immaculate appearance with outstanding performance, thoroughly recommended; written guarantee; £945; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2005

1939 1½-litre M.G. saloon, reconditioned engine, exceptionally maintained; £585; also choice of 7 other 1½- and 2-litre saloons and drop heads; also 1939 TA drop head.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

1952 (Jan.) M.G. 1¼ saloon, grey, with red leather, fitted H.M.V. radio, twin horns, Rimbelliisher, loose covers, carpets, etc., guaranteed 5,000 mls., as new; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2427

1946 (June) T.C. 2-seater, black, beige upholstery, excellent condition, new Ekco radio, chrome horns, fog and spot lamps, Bluemels steering wheel, aero screens, tonneau cover, new side curtains, five good tyres; £545.—Eagle Garage, Snaresbrook, E.11. [2693

1951 (April) M.G. Mark II T.D., carefully used in 14,000 genuine miles for daily work and sometimes rallies not without success; reason for sale is purely personal and gladly given to genuine enquirers. £900 or nearest offer.—Bourne House, Winterbourne. [2678

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. Cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

M.G., in good condition, for cash.—Tel. Valentine 2098 or 4674. [8457

M.G. wanted in exchange for 1939 Austin 10 saloon, 4-cyl.—65, Shirehall Park, N.W.4. Hendon 1648. [2687

PERFORMANCE CARS urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 6841. [W3041/R

1¼-litre saloon or T.D. M.G. wanted.—S. F. Kershaw & Sons, Ltd., 24, Commercial Rd., Woking 550. [0697/R

URGENTLY required 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1286

REQUIRED immediately, good M.G.s, all models.—G. H. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

JACK ROSE, Ltd., M.G. agents, wish to purchase good M.G. cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [W2356

ROSE & YOUNG, Ltd., urgently require low-mileage M.G.s; all models.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 4464. [W3057

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock) Mayfair, W.1. Mayfair 2104-5. [0696/R

M.G. Spares and Service

TOULMIN MOTORS, M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 20. [0549/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 6841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. F. Witham, Queens Garage, Queens Rd., Wimbledon (Station). S.W.19. Liberty 3065 [0435/R

MORGAN

CAR MART, Ltd.

1950 Morgan 4/4 2-seater, 10,000 miles; £495.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212 [C1039

SIMPSON'S (Edgware).

1939 Morgan 4/4, new engine, immaculate condition, £275.
SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3466 and 2070. [W5014

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

BARTLETT.—Morgan 1950 special streamlined 2-str., 2 cost approximately £1,000; mileage only 1,000; £550. 27a, Pembridge Villas, W.11. [C1013

1937 Morgan 4/4, T.T. Replica, bronze head, very fast motor in immaculate condition, recently respayed red; must be seen to be appreciated; £275, or terms arranged. **KINGS AUTOS**, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2048

525 ens.—Morgan 4/4, 1949, 10hp drop head coupe, blue, black leather, one careful owner, genuine 13,250 miles, practically new condition; terms, exchanges.—Rowland Smith.—Below.

495 ens.—Morgan 4/4, late 1949, 10hp sports 2-seater, blue, black leather, carefully used, exceptional condition; terms, exchanges; list, open 9-2 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949/R

MORGAN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8458

REQUIRED immediately, good Morgan.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

XXX Cash immediately for good Morgan.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733 [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 Morris Minor tourer, a perfect car throughout, short mileage one owner; £635.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5656 [C1006

1949 (October) Morris Minor saloon, one owner, 12,000 miles; £595.

1950 Morris Minor tourer, one owner, excellent condition, £550; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1054

1934 Morris Minor 4-door saloon, extremely well cared for; £150.—Leatherhead Garage, Leatherhead 3043. [2637

1949 Morris Minor tourer, nice order throughout, £485.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [2506

1950 Morris Minor tourer, low mileage, exceptional condition; £525.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 model Morris Minor maroon tourer with Jarvis hood, excellent throughout; £550 or near.—Haddon, tel. Letchworth 615. [2826

MORRIS MINOR saln., 1949, recent new engine, immaculate, all new tyres; £525.—Clover, Kempston Mill, Kempston (Tel. 2205). [2833

1950 model Morris Minor tourer, exceptional condition, small mileage; £520.—G. Parker, Abbots-Way, Downs-Side, Belmont, Surrey. Vigilant 0902. [2902

1950 Morris Minor tourer, blue, 15,000 miles, immaculate, any inspection invited, extras; bigger car arrived; £555.—Evenings, Hampstead 6768. [2632

NAYLOR & ROOT, 1949-50 Morris Minor tourer, maroon fawn, very attractive; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Bat. 2252. [C3022

1950 Morris Minor tourer, 24,000 miles, new battery, brakes relined, excellent condition, best offer over £500.—Pavle, Little Goddards, Widford, Ware, Herts [2599

1952 Morris Minor 4-door, heater, 7,000 miles, unmarked, B.M.T.A. consent; accept invoice price or exchange larger car.—Bowen, 2, Elm Park Court, Pinner. Tel. 560. [2772

1950 Morris Minor saloon, apple green, Radiomobile, heater, screenwash, clock, other extras, special 2-piece valves fitted to engine, tyres as new; £685.—78, May St., W.14. [2619

XXX 1949 (November) Morris Minor tourer, black with beige upholstery; a really immaculate example, thoroughly recommended, written guarantee; £545; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

1949 (November) Morris Minor tourer, green, brown leather upholstery, taxed year, whole car in excellent condition, trial or inspection; guaranteed; £550.—K.L.M. Motors, Ltd., 101, Brighton Rd., Surey. Tel. Uplands 4841 [C2050

1950 Morris Minor, small mileage tourer, with winding windows, in exceptional condition, good tyres, taxed, very inexpensive car to run; £540; exchange or terms could be arranged.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. [C3027

545 gns.—Morris Minor, August 1950, tourer, black, fawn upholstery, one careful owner, small mileage, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

MORRIS MINOR, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8459

Morris Minor Cars Wanted

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0583/R

MORRIS MINOR saloon wanted, faultless condition. —British Star Oil Co., 65, Highbury Park, N.5. Can. 1650 [8263

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May, 3051. [W3043

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase Specialists.

1947 Morris 8 saloon, original black cellulose practically unmarked, interior as new, engine reconditioned, mileage to date app. 7,000, one owner only, taxed December; choice of 6 others, 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

JACK ROSE, Ltd., offer:—

1948 (October) Morris 8 4-door saloon, almost spotless inside, one owner; accept £465.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

G. S. HALL, Ltd., offer:—

£265—1938 Morris 8 saloon, very carefully maintained, coachwork and interior unmarked.

£425—1947 Morris 8 4-door saloon, kept as new, 19,000 miles.

£465—1947 Morris 8 2-door saloon, 28,000 miles, maintained as new; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

GATEHOUSE MOTORS offer:—

1938 Morris 8hp saloon, choice of two; from £200. Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

C.M.I. CAR SALES (Prt. 6623) offer:—

1947 Morris 8 4-door saloon, recond. engine recently; £425.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1947 (March) Morris 8 2-door saloon, black, with brown leather, very smart; £575.—Below.

1946 (July) Morris 8 saloon, 2-door, in black, with brown leather, new tyres; £550.—Northgate Motors, Oldham. Tel. Main 6370. [2951

1948 Morris 8 saloon, carefully used; £450.—Mervyn Austin, Paddington 1280 Ext. 167. [2277

1935 Morris 8 tourer, good condition; £139.—Parrish, 86, Inchmery Rd., Catford, S.E.6. [2867

1946 Morris 8 saloon, good condition, one owner, 2 spare wheels.—Red Roof, Mill Lane, Rustington, Sussex. Tel. 46. [2836

1946 Morris 8 2-door saloon, sun roof, reconditioned engine; £595.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [2344

1942 Morris 8 sln., 4-door, taxed; £275.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

TO the trade only.—Post-war Morris 8 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?

GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (5 lines). [C1031

1948 Morris 8hp 4-door saloon, black, 13,000 miles, one owner, taxed; £460.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [2723

395 gns.—Morris 8, 1946, de luxe saloon, black, sliding head, brown leather, one owner, excellent condition; terms, exchanges.—Rowland Smith.—Below.

275 gns.—Morris 8, 1939, de luxe saloon, green, sliding head, green leather, good condition; terms, exchanges.—Rowland Smith.—Below.

225 gns.—Morris 8, 1937, de luxe saloon, green, sliding head, green leather, good condition; taxed; terms, exchanges.—Rowland Smith.—Below.

195 gns.—Morris 8, April 1938, 2-seater, maroon, good condition; terms, exchanges.—Rowland Smith.—Below.

145 gns.—Morris 8, 1935, de luxe saloon, blue, sliding head, blue leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Morris 8 4-door saloon, £100 mechanical recondition, immaculate paintwork; £325.—King's Motors, High St., Hounslow. Tel. 3532. [C2049

1946 Morris 8 saloon, many extras, £565; also 1938 saloon, £185; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1947 (Dec.) Morris 8 4-door saloon, black and brown, one owner; £450.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [2561

1948 Morris 8 saloon, only 22,000 miles, excellent condition, always been carefully maintained; £380 or nearest offer.—Colonel Lowe, Sycamore Cottage, Forest Row, Sussex. [2831

£400 or nearest.—Morris 8hp, December, 1946, private owner, grey with brown upholstery, excellent order throughout, inspection invited.—Gregory, "Mayfield," London Rd., Shrewsbury. Tel. 3505. [2804

MORRIS EIGHT

£465—1948 (July) Morris 8 4-door saloon, licensed, exceptional condition, virtually unmarked interior, 6 months' specific guarantee; any trial or inspection.—J. Coryton, Ltd., 139, Fulham Rd., S.W.3. Ken. 1410. [2839

1948 (Nov.) Morris 8hp Series E 4-door saloon, black, 23,000 careful miles by one titled owner, an exceptional example; £495; exchanges, deferred terms. —John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055

1938 Morris 8hp saloon, blue, a splendid little car in first class mech. cond., which we can highly recommend, demonstration will convince, written guarantee; £215.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976/R

1939 Morris 8 Series E urgently required.—Salcott Motors, 1a, Salcott Rd., S.W.11. Batt. 1187. [W4000

MORRIS TEN

ELITE MOTORS, offer:—

1947 Morris 10, 4-door de luxe saloon, choice of 3 specially selected models, black with brown leather interiors, really well maintained vehicles, from £475.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [C2005

1939 Morris 10, immaculate condition throughout; £355.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005

1939 Morris 10 saloon, black, excellent order throughout; £300.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1939 Morris 10hp saloon, good order throughout; £295.—Sands, Burnham, Bucks 85. [2464

£298—Morris 10 1939 4-dr. sln., sldg. roof, excellent condition inside and out; choice 3, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1948 Morris 10 d/l saloon, one owner, fully guaranteed; £495.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1938 Morris 10 saloon, reconditioned engine 4,000 miles, covers, taxed unusually good car; £250.—Putney 4836. [2805

£475!!!—1946 Morris 10 de luxe saloon, also choice two 1939 saloons; from £335; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1938 Morris 10 saloon, recon. engine, excellent condition; £210.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

£395.—Morris 10, 1946, 4-door de luxe, fitted reconditioned engine, excellent throughout; terms.—C.A.P. Motors, 150, Clapham Rd. Reliance 2695-6. [C1058

1939 Morris 10 saloon, black, excellent condition throughout; absolute bargain; £295.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [C3010

1947 Morris 10 de luxe saloon, £70 spent recently, excellent condition. £450.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4026

MORRIS 10, late 1947, 31,000 miles, immaculate condition, new tyres, etc., any trial; nearest £485; taxed, insured.—Sellors, 84, Sheffield Rd., Hoyland Common, nr. Barnsley, Yorkshire. [2665

11000 miles genuine, one owner, 1947 Morris 10 saloon, black with brown leather, just as new; £550, terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hamersmith, W.6. Riverside 2881. [C2051

295 ens.—Morris 10, 1939, de luxe saloon, black, sliding head, brown leather, one owner, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977/R

WHY accept less for your Morris 10 when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2008

MORRIS TWELVE

£38—1930 Morris 12 saloon, good runner, bargain.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [C4054

225 gns.—1940 Morris 12 saloon, any trial, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1609

1938 Morris saloon, 12hp, very good condition.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1937 series II Morris 12 saloon, one owner, finished in black, maroon leather, beautifully maintained since new, taxed; £285.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0978/R

MORRIS COWLEY

69 gns.—Morris Cowley, 1933 saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

CAR MART, Ltd.

1950 Morris Oxford saloon, 17,000 miles; £735.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

1950 saloon, green, green upholstery, one owner, 22,000 miles; £650.—Castelnau, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1950 Morris Oxford saloon, one careful user, as new; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1951 Morris Oxford saloon, black with brown upholstery, heater, 10,000 miles only, B.M.T.A. consents; list price plus handling.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9885-6-7. [C2020

BLUE STAR GARAGES, Ltd., offer:—

1950 Morris Oxford, as new; £695. See also Car Bargains advert. on page 230.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

1950 model 4e luxe saloon, black, brown leather, fitted heater, 20,000 miles since new, excellent condition; £685.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [2566

1951 Morris Oxford, superb; £710.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 Oxford, radio, heater, low mileage, taxed; £625; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

1949 Morris Oxford saloon, grey, one owner, driver, radio and heater; £700.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1952 Morris Oxford saloon, 3,000 miles, subject balance covenant.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1951 (late) Morris Oxford saloon, 10,000 miles only, one private owner, finished most attractive blue, green leather, fitted heater, spotlight; price £695; balance of covenant.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., E. Finchley, N.2. Tudor 2301-2. [C3018

1950 (Feb.) Morris Oxford saloon, grey with brown leather, 12,000 miles, as new; £675.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2770

1950 Morris Oxford, maroon, 14,000 miles, in first-class order throughout and complete with heater and seat covers; £715.—B. Delcote, 100, Kidderow Lane, Burnley, Lancs. Tel. 4202. [2797

545 gns.—Morris Oxford, late 1949, saloon, grey, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TAKE this opportunity to pick your car from a selection of nine 1950 Morris Oxford saloons, black with brown leather upholstery, heater and demister; all these cars are fitted with unused factory replacement engines and have received a complete checkover; £685 each; 3 months' comprehensive guarantee.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [2658

1951 (May) Morris Oxford hire car, black, brown hide throughout, full 7-seater, similar to latest London taxicab but with 4 doors and modified specification; 6,000 miles only and genuinely like new throughout; cost approximately £1,500; outstanding value at £850; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Morris Oxford Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3454. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0384/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 21422. [W4052

MORRIS SIX

GUY SALMON AUTOMOBILES offer:—

1950 (August) Morris Six saloon, black, brown leather, fitted radio and heater, 14,000 miles genuine, absolutely faultless example; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 451, offer:—

1950 Morris Six saloon, maroon, red leather, heater, radio; £640. [C1001

1950 Morris Six, black with brown upholstery, nominal mileage, H.M.V. radio; £675.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 (October) Morris Six saloon, heater, wireless, taxed, as new; £625. See also our advert on page 231.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harrow, Potter St. 121. [C3038

1951 Morris Six, green, 6,500 miles only, as new; £835.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 (July) Morris Six, in superb condition throughout, one owner.—A.Z. Motors, Palmerston Rd., N.W.6. Mst. 4725 [C1011

Morris Six Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3454. [0375/R

Morris Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979/R

MMORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

LOW-MILEAGE Oxford or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4468. [0854

HATTONS, of Lord St., Southport, will buy Morris 1931 to 1950, 6 to 14hp, in condition above average. [0798/R

XXX Cash immediately for good Morris.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

Morris Spares and Service

GENUINE Morris spares immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0342/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0981.) [0471

RECONDITIONED exchange engines.—Tamworth Park Autos 54, Tamworth Park, Mitcham. Mitcham 2859. [7953

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0206

WEST LONDON.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [8504/R

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1949 (August) Oldsmobile special convertible, electric hood, heater, radio, hydramatic drive, 50,000 miles, an extremely well-kept car.—Below.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Frenantle 5471. [C3064

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,575.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4026

1949 Rocket Oldsmobile 88 4-door saloon, low mileage, hydromatic drive, radio, heater; beautiful condition; £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [1772

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/5903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0115/R

OPEL

125 gns.—Opel Cadet, 1937, 12hp saloon, black, red leather, good tyres, tubes, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980/R

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 5266, 4944. [0631/R

Opel Spares and Service

REPAIRS, spares, winds, reconditioned engines, suspensions, etc.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159 [0240

MAYNER MOTORS, Ltd., distributors.—Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 5266, 4944. [0526/R

PACKARD

SIMPSON'S offer:—

1950 (first registered) Packard saloon, radio, extras, dove grey and starmist blue.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 8691-5905. [C4015

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD, sole concessionaires, offer:—

A SELECTION of completely reconditioned limousines, saloons and drop head foursomes.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

LIMOUSINES 1938 Super-8 Deluxe, partition, 7-forward, black, mileage 27,000, privately owned, delightful condition, reasonable cost.

LIMOUSINE, 1939 Super-8 Deluxe, partition, 7-forward, black, genuine low mileage, magnificent condition throughout, private, £865. (Fifty Limousines—Lists posted).—Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

1937 Packard Super 8 7-passenger limousine, with division, cloth rear, leather front, privately owned vehicle, immaculate; £575.—Collom's Car Sales, Tel. Maida Vale 5134 and 5651-2. [C1025

PACKARD

PACKARD 1938 saloon, model 1601, very good condition; £250.—Apply A. T. Bell, Midshiels, Hawick, Roxburghshire. [2643

325 gns.—Packard 6, 1938, 30hp touring saloon, green, fawn cloth, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/5905. [W4015/R

JOE THOMPSON (MOTORS), Ltd., Packard Specialists, 97, Fulham Rd., S.W.3. Kensington 4858. [0902/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting.—Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [0905/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PONTIAC

SIMPSON'S offer:—

1951 Pontiac saloon, radio, heater, seat covers, low mileage, fitted all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American car specialists). Tel. Wembley 8691/5905. [C4015

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head foursome coupe, all electric, fitted numerous extras; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/5905 [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2561. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621/R

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5467

A-ONE MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars; also all spares.—26(b), Belgrave Rd., S.W.1. Victoria 6285. [0333/R

1938 Railton Straight Eight drop head foursome, black and grey, radio, literally unblemished.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

Railton Cars Wanted

REQUIRED immediately, good Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000

THOMPSON & TAYLOR (BROOKLANDS), Ltd. purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0659

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656 [0421/R

†† Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 (Dec.) Renault 760, perfect; £550 or offers.—Buckle, Avenue Approach, Bury St., Edmunds. [2805

1950 Renault 760cc, 18,500 miles, one owner; £560 o.n.o.—Browne, 31, Audley Rd., Folkestone. [2775

WELHAMS Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer the following Renaults.

1950 760 model, luggage grid, taxed, 12,000; £575.

1949 8hp saloon de luxe, blue, blue leather, taxed; £450.

1939 8hp saloon de luxe, black, taxed; £275.

1939 2-6hp saloon, 6-str., black; £295.

1936 13.9 limousine 7-str., face-forward; £295. [0126/R

1951 Renault 748cc de luxe, 12,000 miles, radio, roof rack, one owner; £565.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 Renault 8hp 4-door saloon, superb condition throughout, one careful owner from new, many extras, including radio and defroster, this is a genuine 1949 motor car, offered at the extra low figure of £585.—Michael Motors, Ltd., 330, Norbury Ave., London, S.W.16. Pollards 6098. [2753

Renault Cars Wanted

RENAULT, in good condition for cash.—Tel. Vanguard 2088 or 4674 [5460

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton, Hill Rd., Surbiton, Elmbridge 1675, purchase all models. [0127/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff; Renault distributors—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RIGHLEY

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1937 Riley 1½-litre sports saloon, resprayed attractive grey green metallic, superb mechanical order throughout, a model universally sought by Riley enthusiasts; offered at 279 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

NEWNHAMS, Ltd.

1947 Riley 1½-litre saloon, mileage 21,460, one owner, most carefully used, £750.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

B. J. HUNTER, Ltd., offer:—

1949 Riley 2½-litre 3-seater, genuine 90mph; unrepeatable at this figure, £750.

1947 Riley 1½-litre saloon, very carefully used; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SAUL & SLATTER, Ltd., offer:—

1948 (September) Riley 2½-litre saloon, black, H.M.V. radio in excellent condition; £760.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7173. [C4002

WILCOX (SLOUGH), Ltd., offer:—

1950 (Dec.) Riley 1½-litre sports saloon, very low mileage, attractively finished in duo green with green leather upholstery.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

BOON & PORTER, Ltd., distributors.

1951 2½-litre drop head foursome coupe, maroon, mileage 9,000, faultless condition; £1,145.

1949 1½-litre saloon, black, with loose covers, unscratched, mileage 25,000; £895.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riv. 4444. [C1022

PARADE MOTORS (MITCHAM), offer:—

1938 Riley Blue Flash Kestrel saloon, grey and red; £395.

PARADE MOTORS (MITCHAM) Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3036

KEVILL-DAVIES & MARCH, Ltd., offer:—

1950 2½-litre Riley roadster, maroon and beige, low mileage, fast and attractive.

41—42, Hay Mews, Berkeley Sq., London, W.1. Tel. Grosvenor 2563. [2612

CHILTERN CARS.—See our selection of Competition Rileys under "Sports Cars." [C1045

SUSSEX specialists for Riley cars and spares.—Caffyns Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

CAMDEN MOTORS.—Riley.—See special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1055

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5548. [0079/R

1950 2½-litre Riley roadster, black, with beige leather upholstery, a fast and attractive car; £925.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [1005

1947 Riley 1½ saloon, carefully used, reconditioned engine; £685.—Mervyn Austin, Paddington 1280. Ext. 167. [2279

£325—Riley 1½-litre Kestrel 1936, in exceptional condition throughout, really wants seeing; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds. Holland Park Tube) exchanges, h.p. [C1017

1946 (Nov.) 1½-litre Riley saloon, excellent condition, £575; any examination or trial.—Haskins, Ladbroke 1155. [C5027

1946 (Dec.) Riley 1½-litre saloon, low mileage, in really immaculate condition throughout; price £595; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., E. Finchley, N.2. Tudor 2301-2. [C5018

RILEY 1½-litre Falcon saloon, taxed, in very good condition throughout, good tyres, recently overhauled, a very sound and economical car; £245.

W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3.

1947 Riley 1½ (July) saloon, £645, one private owner, black, red leather, excellent tyres, taxed year, beautiful condition.—Cunningham 0556. [2868

RILEY

£295—1938 12hp Riley Victor saloon, overdrive, very good throughout.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1950 Riley 1½-litre, 21,000 mls., bronze metallic finish, H.M.V. radio, perfect condtn. throughout; £995.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9. [2879

1938 Riley 12hp saloon, recent Riley Motors overhaul engine, gear box, new back axle, bodywork perfect, 30mpg; £425 o.n.o.—27, High St., Manchester, 13. [2754

RILEY 2½, 1952 model, 5-seater, cream, red upholstery, immaculate condition; £1,175 or near offer; exchange considered.—55, Church Rd., Wimbledon 1153. Evenings Vig. 7017. [2716

1952 Riley 1½-litre, Nov., '51, autumn red and beige, Ace rims, mileage 3,300, condition as new.—110, Liverpool Rd., Southport. Tel. 66737, evening 6427. [2904

£333!!!—Magnificent 1937 Riley 9 special sports saloon, bodywork literally beautiful, interior outstanding; this is the finest example we have had; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1950 (Sept.) 2½ Riley saloon, 24,000, bronze, red leather, unblemished, Radiomobile, passlight, speedlight, seen London, Sussex, new tyres, battery.—Dorking 2737. Box 3338. [2808

1952 Riley 2½-litre saloon, sun bronze, red leather, built-in heater, loose covers, mileage 5,600, like new; £1,500, seen London Oct. 27-29.—Brill, 95, Pickwick Rd., Corsham, Wilts. [2575

TRADE invited!!—1947 (April) Riley 2½-litre saloon, black, brown leather, all good tyres, clean car, mechanically sound, taxed December; price £595; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., E. Finchley, N.2. Tudor 2301-2. [C5018/1

1937 8 Riley 9 Merlin saloon, very good mechanical condition, good tyres, clean paint and interior; £295.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

BARTLETT.—Riley 1951 2½ saloon, one owner, 8,000 recorded, specially tuned engine, special heater and radio, probably one of the best conditioned cars ever offered; £1,095.—27A, Pembridge Villas, W.11. [C1013

1948 (Jan.) Riley 1½-litre saloon, black, perfect, £750; 1946 (April) Riley 1½-litre saloon, black, perfect; £650.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2771

1951 Riley 1½-litre saloon, green, green leather interior, heater, recorded mileage 12,000, a one owner car that has been carefully used; £1,050.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [C2029

1950 (July) Riley 2½ saloon, black/red, special coachbuilt seats, heater, spotlamps, screen washers, new puncture proofs, low mileage, in immaculate condition throughout; price £975.—Apply Owner, West Side Garages, S.W.4. Tel. Battersea 2685. [2742

1948 (Aug.) Riley 1½-litre saloon, one private owner, finished black, leather-trimmed grey cloth upholstery, leather panels, loose covers, taxed December, sound mechanical condition, really immaculate throughout; price £745; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Gt. North Rd., E. Finchley, N.2. Tudor 2301-2. [C5018/2

165 gns.—Riley Lynx, 1935 (registered 1935) 12hp sports 4-seater, dark green, green leather, Scintilla magneto, carefully used, excellent condition; terms, exchanges; let; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Riley 2½-litre 2-3-seater Roadster, in Riley green with cream hood, side curtains, upholstery and wheels, a most attractive well-kept car which is in showroom condition, small mileage; £975, would consider car in part exchange; terms could be arranged.—Southwinds, Smugglers Walk, West Worthing, Goring-by-Sea 42151. [C4027

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983/R

1950 2½-litre saloon wanted, under £1,000; private purchaser.—Box 3331. [2756

REQUIRED immediately, good Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 116. [W2000

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars, in first-class condition.—May, 3051. [W3043

POST-WAR Riley 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

URGENTLY required 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch) Ltd. Lyndhurst Rd. Christchurch Hants. Tel. 1681. [1285

Riley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

FRANK L. HALL OF MAIDENHEAD.

SPECIALISE: knowledge and personal supervision of Riley sales and service, guaranteed satisfaction.—Tel. Maidenhead 713. [7930

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0979

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0472

HARTLEY'S for Rileys, spares and service.—165-177, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialized Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialized Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430. [0272/R

RILEY spares: We have an excellent range of spare parts for pre-war Rileys and we buy pre-war Riley cars for breaking up.—H. T. Isles, Ltd., 69, Finnieston St., Glasgow, C.3. [2691

JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0062/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8636

ROLLS-ROYCE

CM

CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon black with beige leather upholstery, in exceptional condition, passed manufacturers, 7,000 miles; £5,500.

1951 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, black with black leather to front and beige cloth to rear, 14,000 miles, passed manufacturers; £5,500.

1938 Rolls-Royce 25-30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £1,795.

1937 Rolls-Royce 25-30hp H. J. Mulliner sports saloon, black with brown leather upholstery; £1,495.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [C1039

H

HOFFMANN'S OF HALIFAX, Ltd.—Send for full details of first-class used Rolls-Royce cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944; proud member of the Swain Group. [C2057

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0965/R

SWANMORE GARAGE.

1176—1180 Christchurch Rd.

BOSCOMBE, Bournemouth.

SEE full page advertisement; page 221. [C4024

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 475, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

TOM GARNER, Ltd., offer:

1950 Rolls-Royce Silver Wraith semi-razor edge sports saloon by Park Ward & Co., Ltd., steel grey, with blue leather, 25,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2020

MASCOT MOTORS, Ltd., offer the following:—

1936 25hp Hooper sports saloon with division.

1935 25hp Tickford drop head sports saloon.

1935 40/50hp T. & M. swept back 7-seater limousine.

1935 25hp H.J.M. swept back 7-seater limousine.

1934 25hp Park Ward sports saloon, ride control.

1934 25hp Salmon sports saloon.

1932 25hp Park Ward 4-light saloon.

1931 25hp post-war super sporting 2/4-seater.

1930 25hp H. J. Mulliner Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4¼-litre Bentley with owner-driver type coachwork.

MASCOT MOTORS, Ltd., 257-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C500

OWNER-DRIVER 1933 25hp Saloon, boot, leather, black, attractive, nice order. £595.

PHANTOM II/1934 Hooper Coachwork, 5-seater tourer, 6-wheels, lavishly equipped, reasonable mileage, outstanding carriage, reasonable cost. Below.

OWNER-DRIVER 1937/30hp 4-door H.J.M. Saloon, black, capacious boot, leather, mileage 50,000, delightful condition, excellent history.

OWNER-DRIVER 1937 Phantom III electric partitioned Park Ward Saloon, sunroof, mileage 21,000, excellent history, capacious boot, wireless, 6-wheels, Jordon covers, exceptional opportunity. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1606

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to:—

12-13 Pt. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0067/R

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (August) Rolls-Royce Phantom III Sedanca limousine by H. J. Mulliner, colour—black with beige leather upholstery in front and Melton cloth upholstery at rear; chassis No. 3-DL-44, speedometer reading: 24,262 miles; in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

PHILIP RICKARDS, Ltd., offer:—

1937 Rolls-Royce Carlton drop head coupe, black/blue.—Below.

1939 Rolls-Royce Wraith touring limousine, black, 42,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio, grey, blue leather, 26,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

GUY SALMON AUTOMOBILES offer:—

1939 Rolls-Royce Wraith Gurney Nutting sports saloon, finished dark grey and silver, in our opinion the most elegant and exclusive bodywork ever to grace this superb chassis, must be seen to be appreciated, full history available; £2,650.

1933 Rolls-Royce 20-25 owner-driver saloon, excellent condition; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 (late series) Rolls-Royce 25/30 limousine, perfect.—Tel. Mayfair 3680. [C2050

£295.—20 Rolls, Smart brake body, 6 new tyres, seen London.—Box 3335. [2798

1939 Wraith owner-driver Freestone & Webb razor-edged sports saloon, no division, full history.

1937 25/30 Thrupp & Maberly razor-edged saloon

R. C. MORTLAKE, 253, Kenss Rd., London, W.10 Arnold 4604 [C3017

HEARSES 1955 Phantom II streamlined 6-bearer latest A. & S. Coachwork—exclusive equipment, ready service, reasonable cost, also

1937 Phantom III, partition, 5-door, 6-bearer, modern streamlined, lavishly equipped, mileage 30,000.

ALPE & SAUNDERS, Funeral Trade Coachbuilders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1

ROLLS-ROYCE 25/30hp Mulliner saloon, G.R.M. November series, well maintained; £1,050.—Frank Dale, Freemantle 3789.

1937 Phantom III, £1,000, private owner, immaculate, large boot, heater, etc., Hooper body.—Spe. 1513. [2687

20 25/30 owner-driver saloon; £395.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 & 2522. [C5049

ROLLS-ROYCE 1937 Phantom III 7-seater limousine, face forward occasionals, Hooper body, privately owned, immaculate condition; £975.—Below.

ROLLS-ROYCE 1936 Phantom III 7-seater limousine, face forward occasionals, taxed, very nice condition; £825, terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2729

1932 (October delivery) 20-25 Rolls-Royce 4-door 4-light saloon, black, excellent history; £575.—E. D. Abbott, Ltd., Farnham, Surrey. Tel. 6282. [2724

25/30 Rolls-Royce sports saloon by Thrupp & Maberly in very low mileage, a most beautiful car; £1,595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2134

1937 Rolls-Royce Phantom III Hooper 4-light saloon with boot and sliding division, occasional sideways seats, well maintained by private owner; £1,100 or part exchange. Also

1933 (Sept.) 20/25 Rolls-Royce Mulliner 4-door 4-light sports saloon with built-out boot, sliding roof, black with brown hide, excellent record; £775 or part exchange.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5025

JUNE, 1938, Rolls-Royce Phantom III fitted with Hooper limousine body, mileage 25,000 genuine, indistinguishable from new; £2,000 or near offer.—Williams, 25, Cornfield Rd., Eastbourne. [2655

ROLLS-ROYCE 25hp, exceptionally pretty 4-seater drop head coupe, mechanically perfect, low mileage, new tyres; £900.—Willowhyrst Manor, Golden Cross, Nr. Hailsham, Sussex. Chiddingley 310. [2736

20/25 H. J. Mulliner owner-driver saloon, Ace discs, twin soares, excellent condition, May, 1950; £395.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 & 2522. [C5049/1

ROLLS-ROYCE Phantom II, 7 seats forward, partition, black, good order, £275; also Phantom I 1928 (late), swept tail, black, £200.—Pickering, 93, Clive Rd., Dulwich. Gip. 0678. [2746

1933 Rolls-Royce 20/25 owner driver saloon, with boot, body by James Young, in very nice condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [C4059

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black low mileage, excellent condition; reasonable offers invited.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

ROLLS-ROYCE

20-25 Rolls-Royce, owner-driver, sports saloon, with boot, most attractive car, exceptional condition; exchange post-war saloon, suitable for lady. Rain, 4, Winterstoke Crescent, Ramsgate. [2939

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines, at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [2570

1937 delivery 30hp Rolls-Royce 4-door 4-light saloon, with disappearing division and rear luggage boot by James Young, black, maroon leather, recent complete engine overhaul; £1,550.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [C3053

CLARKE'S OF PIRBRIGHT Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners, used cars available for inspection. Tel. Brookwood 2201-2. [0557/R

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20/25 limousine by Hooper, face forward occasionals, recently completely overhauled, in exceptional condition throughout, £745.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. [C4039

1935 (August delivery) 20/25 Rolls-Royce Barker sedanca 2-door sports coupe, black, with straight grain leather top; R.R. bills available for engine overhaul; a really smart rare car with many extras including radio, heater, spot lamps on pillars, Zeiss headlamps and many others, price £1,250.

E. D. ABBOTT, Ltd. (official Rolls-Royce retailers), Farnham, Surrey. Tel. 6282. [2562

A & S display moderate mileage (selection—12 Rolls-Royce Limousines, (Mechanical guarantee certificate). Below:—

LIMOUSINES 1934/25hp Hooper, partition, forward occasionals, black, magnificent condition, bargain, £645.

LIMOUSINES 1935 25hp Park Ward, leather, partition, black, 7-forward, superb, also 1936 Hooper, swept tail, £865.

LIMOUSINE 1936/30hp Windover, partition, 7-forward, swept tail, black, exceptional order, private, £1085.

LIMOUSINE 1937 30hp Thrupp also Hooper, 7-forward, black, partition, swept tail, reasonable mileages, bargain, £1295.

LANDAULET 1938 Barker 30hp, partitioned, 7-forward, swept tail, black, beautiful order, opportunity, £1265.

WRAITH 1939 Thrupp Limousine, partition, 7-forward occasionals, swept tail, black, carefully maintained, £1790.

LIMOUSINE 1935 Phantom II Rippon, partition, forward occasionals, exceptional order, good history, reasonable cost.

LIMOUSINE 1937 Phantom III Park Ward, partition, forward occasionals, swept tail, black, carefully maintained, mileage 55,000 opportunity, £1360

LIMOUSINE 1938 (mileage 35,000) Phantom III (solid tappets) Windover, partition, magnificent carriage, forward occasionals, swept tail, black.

1939 Phantom III partitioned H.J.M. Sedanca, 7-forward seats, black, mileage 52,000, magnificent condition, reasonable cost, exceptionally attractive.

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006/2

Rolls-Royce Cars Wanted

SGO

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. S. Owen Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060, Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516/R

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0488/R

WANTED Rolls-Royce 20/25 owner driver sports saloon, with boot and ride control.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/9478. [W3033

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hamstead High St. (Hampstead Tube). Ham. 6041. [0984/R

A&S always purchase 25/30hp. Saloons with boot, also foursome coupes, and 25/30hp. Limousines.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

REALLY pretty pre-war fixed or drop head coupe with solid R.-R. history (or small Rolls saloon); no dealers.—Box 3215. [2572

WANTED, Rolls Silver Ghost, coupe preferred, other model considered.—Write Box 2957, Rays, Cecil Court, London, W.C.2. [2732

REALLY good pre-war fixed or drop head coupe with good R.-R. history (or small Rolls saloon); no dealers.—Box 3215. [2572

PRIVATE buyer requires Rolls-Royce 20-25 saloon or similar reliable car, not more than £400.—Lewis Green Loanings, Crowborough. [2585

THE BASINGSTOKE MOTOR Co., Ltd., wish to purchase pre-war Rolls-Royce cars in good condition.—Details and chassis numbers to By-Pass Rd., Basingstoke. [W1012

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Cars Wanted

PHANTOM III wanted privately; realistic price and mechanical condition more important than bodywork; also Phantom III Instruction Book, catalogue, etc.—Box 3304. [2704

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457 [9686

E. D. ABBOTT, Ltd. (officially appointed Rolls-Royce retailers) are open to purchase pre-war privately owned Rolls-Royce saloons, sports saloons or coupes.—Farnham, Surrey. Tel. 6282. [3109

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0625/R

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1.

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6366.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

CENTRAL GARAGE, Croydon specialists in servicing complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [81042/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels tyres, etc.—Compton, 69, Weston St., Crystal Palace, S.E.19. Lrr. 5362. [0064/R

ROVER 10

CAMDEN MOTORS.—Rover 10.—See special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

1938 Rover 10 saloon, recellulosed black, new roof headlining, steering, brakes, etc., immaculate, £550.—Van Houten, Buckingham House, Buckingham Rd., Laindon, Essex. [2895

ROVER 12

1937 Rover 12 saloon, black, excellent order; £525.—Odeon Motors, Ltd., Barnet 4100. [C5026

CAMDEN MOTORS.—Rover 12.—See special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

1947 Rover 12 saloon, black, immaculate, fitted with H.M.V. radio; £645; terms and exchanges.

BROOKE HOUSE MOTORS, 32-36, Upper Clapton Rd., Clapton, E.5. Amherst 3191. [257e

1946 Rover 12 sln., exceptional; £595.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [C3019

1946 Rover 12, recon. engine, nice order throughout; £645.—W. T. Dunn, Ltd., 307, Euston Rd., N.W.1. Euston 3105. [250f

1946 Rover 12hp spts. saln., engine completely recon. Oct. 1951, bills for approx. £200 can be shown, outstanding value; £150.—Carr Bros., Soho Garage, Soho Sq., W.1. Ger. 6678-9.

£678!!!—Rover 12 sports saloon which literally looks and runs like brand new, spotlessly maintained by previous owner, just had £100 overhaul, genuine small mileage, first registered 1946 but literally looks brand new; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.

Rover 12 Cars Wanted

WANTED, 1947 Rover 12 in first-class condition; urgent.—Cox's Motors, 11/15, Conduit St., Leicester 60519. [W1039

ROVER 14

DICKS.

1938 Rover 14 saloon, very superior condition, bills with us for £70; £395.

DICKS CAR SALES, Ltd., 383-401, High Rd., Kil-burn Manor Vale 6888-9. [C1072

CAMDEN MOTORS.—Rover 14.—See special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

TANKARD & SMITH, Ltd., offer 1935 Rover 14 saloon, recellulosed grey; £190.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

£445.—1939 Rover 14 de luxe saloon, black, taxed 20th December, bargain.—Bray Motors, 94, 94a, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Rover 14hp sports saloon, one owner, grey, blue leather, exceptional condition; £445.—Dobsons, Ltd., Staines. Middlesex. Tel. 801. [C1074

WALTER SCOTT, Ltd.—1939 Rover 14, black, exceptional condition; £455.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1938 Rover 14 sports 4-light saloon, engine just reconditioned, fully guaranteed, bargain.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4723. [C1011

1935 Rover 14 sports saloon, blue, impressive appearance, engine thoroughly reconditioned, good tyres, battery, fine performance, any trial; £250.—Feltham 2079. [2854

295 gns.—Rover 14, 1937, de luxe saloon, black, sliding head, brown leather, disc, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer 1947 Rover 14 A. 6-light saloon in black with brown leather upholstery, moderate mileage only, two owners, fitted heater and H.M.V. radio, very attractive car in faultless condition throughout; £675; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [C4026

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

BOON & PORTER, Ltd.

1947 6-light saloon, maroon, with loose covers, excellent car; £745.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riv. 4444. [C1022

McKINNON MOTORS, Ltd., offer:—

1947 (May) Rover 16 6-light saloon, black, brown cloth, maroon loose covers, H.M.V., push-button radio, heater, taxed Dec. 51, sliding roof, two owners only, practically new Dunlop Forts; the whole car in brand new condition; must not be confused with the usual '47 16's on offer; a definite exception; £675; six months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

ROVER 16, black saloon, good condition, taxed, insured, 1950, a bargain; £475.—Tel. Uxbridge 225. [2193

BRUTONS, Ltd.—Rover 16 1940 sports saloon, grey-blue, superb; £595.—15-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [C1026

ARCHIE SIMONS & Co., Ltd.—1946 (Nov.) Rover 16hp saloon, colour, black, brown hide upholstery, in really excellent order throughout; £645.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

£725—One owner, indistinguishable from new, chauffeur driven, black, December 1946, Rover replacement engine.—Leathwood Garages, Ltd., Rover main dealers, 203, St. James's Rd., Croydon. [2921

1947 Rover 16hp sports saloon, indistinguishable from new, black and brown leather, H.M.V. radio, guaranteed condition; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2.

Rover 16 Cars Wanted

URGENTLY wanted, 1947 Rover 16 saloon, first-class condition.—Cox's Motors, 11-15, Conduit St., Leicester 60519. [W1059

ROVER 20

1938 Rover 20 sports saloon, post-war appearance and in excellent mechanical condition having just had engine reconditioned; £475.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 5408. [C2019

ROVER 60 & 75

R. F. FUGGLE, Ltd.

1950 Rover P4 saloon, black, red upholstery, heater and H.M.V. radio, chauffeur maintained, mileage 18,000; £1,275 or near offer.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TICKFORD, Ltd., offer:—

1948 Rover 75 sports sal., speedo reading 9,000, green, green leather, radio, heater, as new.

1948 Rover 60 sal., black, grey leather, heater, speedo reading 22,000, ex. cond.

8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

GLANFIELD LAWRENCE offer:—

1951 (model) Rover P.4 saloon, Connaught green-grey, fitted seat covers and heater, low mileage, as new throughout; £1,385.—407, High Rd., N.12. Finchley 0091. [C2053

GUY SALMON AUTOMOBILES offer:—

1949 Rover 75 sports saloon, heater and radio; this car is in most outstanding and original condition throughout, mileage 25,000 believed to be genuine, an opportunity to acquire a perfect example of this rare model; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CAMDEN MOTORS.—Rover 75.—See special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

1949 Rover 75 saloon de luxe, 15,000 miles; £955.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

1950 Rover P4; black, grey leather, radio, heater, loose covers, 11,000 miles.—Cox's Motors, Ltd., Conduit St., Leicester 60519. [C1059

1950 Rover 75 saloon, fitted radio and sliding roof, finished ivory, red upholstery; £1,195.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1948 Rover 75 saloon, black, brown upholstery, radio heater, immaculate condition, well maintained; £950, open to offer.—Pod. 5612. [2920

CASS'S MOTOR MART.—1948 Rover 75 saloon, heater, immaculate, one owner; £795, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ROVER 1951 P4 saloon, low mileage, heater and radio, excellent condition, a bargain; £1,295.—G. V. Shaffer & Co., Ltd., 120-132, Cricklewood Lane, N.W.2. Gladstone 3311. [2728

NAYLOR & ROOT.—1950 Rover 75 P4 saloon, black, red hide, heater, low mileage, unblemished; £1,325; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

6000 miles.—195 Rover P4 saloon, ivory, as new, subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1067

1950 Rover P4, black, exceptional condition, most carefully used, Philips radio, one owner-driver, original tyres (spare unused), consistent 28mpg since new; £1,250.—4, Newlands Rd., Bosconbe, Bournemouth. [2795

XMAS gift.—1951 Rover 75 P4 saloon, privately owned, just run in, only 7,000 miles, air conditioned, colour black, with red leather interior, absolutely as new; £1,325; would consider exchange with small car.—A. Urquhart, 1023, Garratt Lane, London, S.W.17. Balham 3351. [2915

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [1140

LAND-ROVER

RUSSELL MOTORS offer:—

1951 Land-Rover, 16,000 miles only, 2 spare tyres; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

£425—1949 series Land-Rover, one careful owner, —Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

FOR sale.—1950 Land-Rover in excellent condition; £500.—Mrs. Parry, Witherley Hall, Atherstone, Warwickshire. [2517

1950 Land-Rover, low mileage, as new; £495; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3059

GUY ALFREDS & Co., Ltd.—1950 Land-Rover, carefully used, in primer, fine order.—6-7, Warren St., W.1. Euston 5268. [C1005

THE Land-Rover Specialists, Harvey Hudson, Ltd., offer the followins from the finest selection of guaranteed used Land-Rovers in the country:—

1951 (July) Land-Rover with B.M.T.A. consent, 10,000 miles, one owner.

1951 (Dec., 1950) Land-Rover with B.M.T.A. consent, 5,000 miles as new.

1950 (February) Land-Rover, 11,000 miles, one owner.

PRICES from £450.

HARVEY HUDSON, Ltd., High Rd., South Woodford, London, E.18. Tel. Wanstead 0056. [C2059

ROVER MISCELLANEOUS

HENLYS Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

TOM GARNER, Ltd., offer:

1948 Rover 60 P.3, 6-light saloon, black with green leather, 20,000 miles.

1950 Land-Rover, green, 7,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

BEARTS of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 2346. [0040/R

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701/R

Rover Miscellaneous Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-39, in condition above average. [0800/R

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336, will purchase low-mileage post-war Rover cars. [W4029

ALBONS, of Barking, purchase for cash pre-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464/R

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

LGL Croydon, urgently require Rovers in good condition.—Leathwood Garages, Ltd., Rover main dealers for Croydon, Thornton Heath 1222. [2922

DAVID ROSENFIELD Ltd., Rover distributors, are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deangate 5455. [0554/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 205, St. James's Rd., Croydon. Tho 1222. Main Rover dealers for Croydon. [0129/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks., Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403/R

Rover Spares and Service

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555/R

SINGER

GE type (registered late 1947) Singer Super 10 4-door de luxe saloon, maroon, maroon leather, sliding roof, maintained regardless, bills available, superb specimen, written guarantee; 350gns.

GEOFFREY EDWARDS, Ltd., Singers purchased, Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

CAR MART, Ltd.

1951 Singer 4AB Roadster, 15,000 miles; £595.

Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

WILCOX (SLOUGH), Ltd., offer:—

1936 Singer 9 Bantam saloon, an incredible motor 40,000 since new, recent extensive mechanical overhaul; a car that must be seen and tried to be believed; £245.

HARRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

KENTISH & THOMSON, Ltd., offer:—

1951 4/AB sports tourer, 6,000 miles, blue, in new condition; £575.—564, Wickham Rd., Croydon, Springpark 3477. [C2047

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £520.—D. J. Shepherd & Co. (Enfield), Ltd., 455, Hertford Rd., Enfield. Howard 1651. [C4009

GORDON CARS (LONDON), Ltd., for Singers.

1952 1500 saloon, small mileage; £995.

1952 Special 1200cc Roadster, B.M.T.A. cons.; £675.

1951 1500 saloon, mileage 2,000; £875.

1950 1500 saloon, black; £595.

1949 12hp saloon, exceptional; £555.

GORDON House, 373, Euston Rd., N.W.1. Eus. 6611. [C2023

CHILTERN CARS.—See our advertisement in this issue under "Sports Cars." [C1045

1948 (July) Singer 10 de luxe saloon, maroon, maroon interior, genuine 28,000 miles, a most attractive car; £465.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2142

1950 (July) Singer S.M.1500 saloon, black, beige, leather, heater, one owner, 24,000 miles, immaculate mechanically 100%; £969.

H. A. SAUNDERS, Ltd., 326-353, Euston Rd., N.W.1. Euston 4511. [1759

1951 Singer 9 roadster, mileage 16,000, perfect condition, excellent performance; £560; B.M.T.A. permission.—Grant, Tel. Sta. 5347, after 7 Mal. 6776. [2666

SINGER Roadster, Dec., '47, 26,000 m., superb condition; £390.—Dr. Elstub, West Middlesex Hospital, Isleworth. [2938

1937 (Sept.) Singer 12 saloon, perfect mechanical order, very clean coachwork; £165.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1050

TANKARD & SMITH, Ltd., offer 1949 Singer 10 saloon, black, brown upholstery, in excellent condition; £515.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

NAYLOR & ROOT.—1950 Singer 1500 saloon, Azure blue, beige hide, superb condition throughout; £695, six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

MANCHESTER, South Lancashire, North Cheshire, specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0599/R

1950 series Singer 1500 saloon, colour biscuit, Regent loose covers, immaculate condition throughout, mileage 12,000; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451/2. [C3011

595gns.—Singer 9, 1951 (B.M.T.A. consent) sports 2/4-seater roadster, black, fawn upholstery, 4-speed gearbox, IFS, one careful owner, small mileage, spare unworn, exceptional condition; current list price, £755, taxed, terms, exchanges.—Rowland Smith, below.

595 Singer 1500 saloon, 1950 saloon, heater, one careful owner, exceptional condition; terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [C4016

£222!!!—Magnificent late 1935 Singer 9 Le Mans type sports coupe, recent owner enthusiast spending over £100 on this car including engine reconditioning, this vehicle is finished we have had at this price; 3 months' guarantee; bite purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1947 Singer 10hp de luxe saloon, black with brown leather, moderate mileage, one careful owner, first-class condition; economical and very presentable; this car has been regularly serviced and fully reconditioned by qualified motor engineers to highest standards; only £375, cash or terms.—Broadway Motor Co., 3-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494 [2275

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986/R

SINGER in good condition for cash.—Tel. Valentine 2098 or 4674. [B4C1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Cars Wanted

XXX Cash immediately for good Singer.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W3005

Singer Spares and Service

REPAIRS; reconditioned gear boxes.—10, Winchester Mews, N.W.3. Fri. 6159. [0101

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 49091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/H

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and overhauls.—St Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/H

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514. [0219

SPORTS CARS

BLAKES.

THE Northern Sport and Racing Car Specialists

BLAKES buy, sell and repair racing and sports cars, write for lists and quotations.—J. BLAKE & Co., Ltd.,

110 Bold St., Liverpool

ROYAL 6622. 'Grams, Autocar Liverpool. [8528

MERCURY offer:—

£295—M.G. T.A. 1937, respayed red, new hood, tonneau cover and tyres.

£265—M.G. T.A. 1937, black, new hood and tonneau, nice car.

£265—M.G. P.B. 4-seater, 1936, one owner 16 years, exceptional condition.

£225—M.G. K.M. 4-seater, 1935, in superb order, preselector, new hood, finished in ivory, spotless.

£175—M.G. P.A. 2-seater, 1934, black, new hood, nice runner, smart car.

£155—M.G. J2 2-seater, 1933, black, new hood and tyres, excellent runner.

TERMS, exchanges.

MERCURY MOTORS, Universe House, 824/6, Harrow Rd., Wembley, Middlesex. Wembley 6058 9. [C3013

BERT MASON offers:

£90—M.G. 8hp sports 4-seater, good hood, etc., goes very well.

£175—B.S.A. Scout Series II, excellent condition.

£185—Rover 12hp sports saloon, in nice order and very good mechanically.

£195—Riley Kestrel saloon, 9hp, late 1935, special series engine, all new tyres, very good condition throughout.

£145—Vauxhall 14 drop head coupe, refinished in cream and new maroon hood, ex-property of famous B.B.C. personality.

£125—Austin 7 special 2-seater sports, completely rebuilt with everything renewed.

£185—1935 Avon Special 12hp 4-seater sports, absolutely immaculate.

MANY more to choose from, hire purchase on any vehicle at terms to suit your pocket; insurance by instalments. We remind you we are open till 10 p.m. You are free to walk around with definitely no obligation to purchase.

BERT MASON SPORTS CARS, 77, Cricket Field Rd., Clapton, E.5. Amherst 1814. [2954

C.N.K. MOTORS offer:—

ALVIS 17 2-seater, rebuilt 1950, mechanically faultless, excellent tyres, new hood and battery, taxed year; £165.

M.G. J.2 red 2-seater, new tyres, fine performance, taxed year; £145.

RILEY 9, choice of two, 1951 and 1953 Monacos; £79 and £105.

SINGER Le Mans coupe, 1954, excellent runner; £115.

TERMS and exchanges.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

B. & G. MOTORS offer:—

£250—Lea-Francis Ulster T.T. 12hp supercharged 2-seater.

£225—Lagonda 2-litre 12.8hp low chassis open speed model 4-seater, immaculate car in British racing green.

£195—M.G. 12hp N type Magnette open 4-seater, cream.

£165—M.G. 12hp open sports 4-seater, black.

£145—Wolseley Hornet 12hp open 2-4-seater, immaculate and very fast, a very lovely car.

£135—Wolseley Hornet E.W. Special 12hp open 4-seater, red.

£120—Wolseley Hornet E.W. foursome coupe grey.

£120—Wolseley Hornet 12hp Daytona 2-4-seater, overhauled, mechanically superb and open to any examination.

£105—Wolseley Hornet open 4-seater, fitted Ford 10 engine and gear box, good hood.

£105—Austin 10 2-seater and dickey, very sound car.

MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

NOEL ROSCOE offers this week:—

1950 XK120 Jaguar; £1,450.

1934 Singer Le Mans 9 2-seater sports; £175.

1934 M.G. 12 2-seater coupe; £135.—Amersham Rd., Chalfont St. Giles, Bucks. Tel. 152. [C3062

LAGONDA 1934 sports saloon, daily use, fast, reliable; reasonable offers.—Box 3301. [2700

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer at sensible prices:—

ALFA-ROMEO 8/8, 2.3, 1st and two 2nds Goodwood.

ALFA-ROMEO 2.5 post-war type Superleggera streamlined d/h coupe, as new.

ALFA-ROMEO S/C 17/50 sports 2-seater, red, immaculate.

B.M.W., March, 1939, d.h.c. type 320, black and maroon, specimen.

HOTCHKISS, 1937 3-litre sports saloon, exceptional condition throughout.

M.G. P.B., 1936 2/4-seater, black, red.

RENAULT 12hp sports saloon, 1937-8 exceptional condition.

ROLLS-ROYCE 25 sports saloon, 1932 series, radio etc.

VOLKSWAGEN, black and silver, red leather, immaculate.

WE are desirous of purchasing good quality English and Continental sports and touring cars.—

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CAMDEN MOTORS, Sports cars, see special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1055

1952 Ford Anglia, less body, 10hp engine; idea for building special; £125.—Box 3352. [2764

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

CHILTERN CARS offer a selection of sports cars at highly competitive prices:—

ALFA-ROMEO supercharged 8-cyl 2.3-litre Castagna 4-foursome drop head coupe, nominal mileage; £525.

ALFA-ROMEO supercharged 8-cyl 2.3-litre short chassis 2-seater, attractive modern coachwork; £525.

ALFA-ROMEO Gran Turismo supercharged 1.750cc Castagna drop head coupe.

ALFA-ROMEO Gran Turismo 1.750cc twin cam sports saloon, entirely rebuilt.

ASTON MARTIN 1½-litre Le Mans 2/4-seater, enthusiast maintained, quick and economical; £525.

BUGATTI (supercharged 2-litre 2-seater, finished in blue with silver wheels; £165.

FORDSON special 1947 Thames racing car transporter, built-up ramps, winch, etc., nominal mileage; £265.

FRAZER NASH-B.M.W. 1936 Type 45 foursome drop head coupe; £225.

INVICTA 4½-litre low chassis T.T. 4-seater, Brooklands tag speed 109 m.p.h.; £245.

LAGONDA low chassis 2-litre Speed Model 4-seater, new tyres, comprehensive equipment; £175.

M.G. ex-works ex-Evans N.E. type T.T. Magnette, original order throughout, licensed two years only since new; £295.

M.G. 747cc C-type Montlhery Midget 2-seater, lately owned by automobile designer; £195.

M.G. J.2 Midget 2-seater, excellent tyres, spotlight, luggage carrier, etc.; £165.

MORRIS 1934 12/4 4-door saloon, new tyres throughout, £75.

RILEY ex-works Ulster Imp, original and beautiful order throughout, fully road equipped; £425.

RILEY 1,089cc Treen Replica 2-seaters, choice of 3, from £225.

SINGER 1935 (September) 1½-litre Speed Model 2-seater, 5 new tyres, twin spares; £265.

CHILTERN CARS, Terms, exchanges, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

WEST LONDON MOTOR MART offer a large selection of vehicles all at low prices.

1939 Austin 16, £255; 1937 Austin 18, £165; 1945 Austin 8 tourer, £195; Austin 7, £45; Armstrong 20, £75; Bentley 5-litre, £95; Citroen 12, £95; Chevrolet saloon, £65; Delage D6, £65; Daimler 15, £85; Humber utility, £75; Hudson 22, £145; Hillman 16, £50; Hillman 10, £95; Jeep utility, £175; Lanchester 10, £29; M.G. 8, £75; Morris 8 tourer, £125; Morris 14, £95; Oldsmobile coupe, £165; Pontiac utility, £125; Rolls-Royce 20, £155; Rover 10, £95; Rover 14, £175; Riley 14, £65; Talbot 75, £55; Vauxhall 14, £145; Wolseley Hornet, £155; Wolseley 12, £95.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C5041/1

FORD 30hp open 4-seater, taxed, 3.7 axle, 8-foot chassis, 1945 cwt, 20 mpg town; about £90.—Wimbledon 7864 evenings. [2844

SPORTS CARS

PERFORMANCE CARS.

WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Ealing 8641.

ONLY 5 minutes from Northfields Tube Station, Piccadilly or District Underground.

WEST End Show Hall, 107, New Cavendish St., W.1. Museum 8221.

PICK your choice from the largest sports car show in Britain.

COMPARE all the different models, over 100 cars, plainly marked with year and price.

WRITTEN guarantee; immediate h.p. and insurance; B.M.T.A., M.A.A.; appointed R.A.C. and A.A.

ALLARD 61M drop head foursome, 1948, £345; Alfa-Romeo 1½-litre s/c 2-seater, 1929, £195.

ALVIS 4.5 d/h foursome, radio, heater, 1937, £395; Alvis Speed 25 V.D.P. tourer, 1939, £475.

ALVIS Speed 25 d/h foursome, 1937, £545; Alvis 3½-litre sports saloon, 1936, £295.

ALVIS Crested Eagle 20hp saloon, 1936, £245; Alvis Silver Eagle 17hp saloon, 1937, £295.

ALVIS Speed 20 tourer, 1952, £195; Alvis Speed 20 d/h foursome, 1953, £245.

BRITISH SALMSON 12hp d/h foursome, 1937, £195; B.S.A. 10hp 2-seater, 1937, £145.

DELAGE D.8 21-litre saloon, 1934, £145; Delage D.8 30hp d/h foursome, 1935, £115.

FRAZER NASH-B.M.W. type 55 2-seater, 1936, £31-; B.M.W. 45 cabriolet, 1938, £265.

FIAT 500 coupe, 1936, £225; Ford V.8 model 78 d/h foursome, 1937, £195.

HOTCHKISS 3½-litre Grand Sports 2-seater, 1936, £565; Hillman Minx 10hp d/h foursome, 1939, £295.

LEA-FRANCIS 14hp sports saloon, 1946, £375; Lloyd 7hp d/h foursome, 1950, £225.

LAGONDA 4½-litre Ulster Le Mans 4-seater, 1934, £445; Lagonda 16/80 V.D.P. tourer, 1934, £295.

LAGONDA 4½-litre V.D.P. tourers (3), 1934, £265 to £345; 3-litre tourer, 1931, £165.

M.G.—See large selection under M.G. column, try us for spares and repairs.

PONTIAC Silver Streak Six saloon, 1938, £525; Morris 8 tourers (2), 1938, £225.

RILEY 1½-litre 6-light Kestrel saloon, 1937, £545; Riley 1½-litre Monaco saloon, 1936, £255.

RILEY 9 Merlin saloon, 1936, £225; Riley 9 6-light Merlin saloon, 1937, £525.

RILEY 1½-litre Nuffield saloon, 1940, £555; Riley 1½-litre Lynx tourer, 1936, £225.

ROLLS-ROYCE Ph. II Barker limousine, 1950, £295.

Rolls-Royce Silver Ghost tourer, 1921, £95.

TRIUMPH Vitesse 16hp d/h foursome, 1938, £245; Triumph Dolomite 14hp saloon, 1936, £545.

TALBOT 105 V.D.P. tourer, 1934, £245; Talbot 10 4-seater tourer, 1936, £195.

WOLSELEY 14hp saloon, 1937, £195; Wolseley 14hp de luxe saloon, 1939, £595.

PERFORMANCE CARS. [C5041

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stocks, including:—

ASTON MARTIN 1935 short chassis Mark II, engine entirely reconditioned, new all-weather equipment throughout, black rellulose, plating and tyres excellent.

BENTLEY 1951 4½-litre sedanca de ville, "blower" crank, literally as new.

BUGATTI 1937 type 57 drop head coupe by James Young, ex-Fawcett car, genuinely under 45,000 miles from new.

DELAGE 1939 D.6 75 4-door saloon, black with chrome waistband, sliding roof, swept-tail giving large luggage accommodation, Coral gear box, upholstered in green leather, taxed for year.

F.N.-B.M.W. 1939 Type 40, fitted English pillarless 4-door saloon of delightful appearance, virtually one owner from new, reconditioned and fitted new roof lining.

RILEY 1950 Brooklands, rebored, crank reground by Laycall, rewired and recellulosed, in outstanding condition throughout.

RILEY 1952 Gamecock and 1935 Kestrel 9hp saloon.

OTHER cars of Quality.

PARTICULARS of vintage and sports cars for disposal, with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7577-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 till 7. [C1044

ASTON MARTIN 1935-4 Le Mans 1½-litre, short chassis, excellent; £350 or exchange T.A. M.G.—Mal. 3057. 5a, Aboyne Drive, S.W.20. [2798

HARPER, Station Rd., Chertsey, Surrey. Tel. 2097 open 9 till 6.30 p.m., Sundays for inspection 9 till 1 p.m.

HARPER offers 1939 Singer 9 saloon; £269; hire purchase if required.

HARPER offers 1937-8 9hp Fiat saloon; £245; hire purchase if required.

HARPER offers 1934 Wolseley Hornet 4-seater open sports; £149; hire purchase if required.

HARPER offers 1947 Standard 8 tourer; £575; hire purchase if required.

HARPER offers 1938 Austin 7 4-door saloon; £245; hire purchase if required.

HARPER offers 1953 Rover 10 saloon, £69; 1956 Rover 6 saloon, £169; hire purchase if required.

HARPER will part exchange your car, motor cycle or combination; 150 motor cycles in stock.

HARPER MOTOR CYCLES, Station Rd., Chertsey, Surrey. Tel. 2097. [2900

1938 Mercedes-Benz cabriolet Type 500K, black with brown leather, in beautiful condition, chassis perfect and engine completely overhauled, new hood fitted; £495.

1938 Hotchkiss 3½-litre Grand Sport drop head foursome coupe, reconditioned and in superb condition throughout; £645.

1928 Bentley 4½-litre tourer, in excellent condition, recently decarbonised; £275.

PANTILES SERVICE GARAGE, London Rd., Guildford 5326. [C5035

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 50 cars at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 6292. [C4357

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

SPEEDSTERS, Ltd.—The largest and best conditioned selection of sporting cars in this country.—Offices at 'Old Straddles,' Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628 until 9 p.m. [C4020

A VERY potent M.G. Magnette 12hp 2-seater, enthusiast owned and rebuilt, terrific performance, highly polished engine inside and out; £295 or best offer; worth seeing.—K., 1, Lambolle Place, N.W.3. Primrose 2657. [2851

SUNBEAM Speed 20 pillarless saloon, grey with blue leather, good tyres, appearance and mechanical condition exceptional; fine example of this model, recent engine overhaul; bargain at £195.
V. W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3. [2862

795 gns.—Bentley, October 1934. 3½-litre special sports 4-seater by Gurney Nutting, black, dark green hide, P100 headlamps, standard and Aero windscreens, spot lamp, twin horns, tonneau cover, unworn tyres, completely unmarked and in almost original condition; terms exchanges.—Rowland Smith, below.

495 gns.—Aston Martin, December, 1937. 15/98 short chassis 2/4-seater, duo red, red leather, telecontrols, Windtone horns, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Frazer Nash-B.M.W., late 1935, 2-litre Type 55, convertible sports coupe, black, blue leather, very good condition; terms exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hamostead 6041. [C4018

£60 Riley 9 sports saloon; £80. Swift 10 drop head coupe, very sound; £110, Riley 9 Monaco sports saloon, excellent; £165, Riley 9 Gamecock; £250, Red Label Vanden Plas, recon. engine, crowds of extras; £295, Invicta 4½ drop head foursome, immaculate; £350, Alvis 320 saloon; many other low-priced sports cars; hire purchase easily arranged.—Alton Garage, Paddington 5952. [C1007

RICHARDS & BROWN, 20 mins. Victoria, offer Alvis 15/20 wide 2-seater, £160; 1940 Citroen Light 15 roadster "Grand Luxe," £395; Bentley 1952 27hp Vanden Plas tourer, one owner, immaculate condition, £545; Bentley 4½-litre saloon, £225; M.G. C type sports racing, £395; M.G. 18/80 Mark II saloon, £150; M.G. J.2, 1933, £175; exchanges, terms.—Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2522. [C5049

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford Middlesex. (Tel. Ealing 5841.) [W3041/R

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes S.W.13. Riverside 6496. [0757/R

A SPECIALISED service offered to racing and sports car owners, for better performance, increased cooling, and even heat distribution, has four cylinder head copper-plated (copperised) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. [0185 45818.

S.S.

S.S.100 3½-litre competition model, 1939, in ivory cellulose, red wing piping, red leather interior and carpets, full weather equipment, 20 mpg, excellent condition throughout, £495; also another (1939) in grey at £475, also 2½-litre competition model (late '38) in gunmetal at £445.—Automo, Ltd., Hampstead 3450. [2935

STANDARD 8

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1946 (March) Standard 8 saloon, grey, blue leather, and cloth upholstery, recently fitted reconditioned engine and in above average condition throughout, taxed; £340.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C5044

1946 Standard 8 saloon, black/fawn, 25,000 miles, excellent condition.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, grey, blue leather; £595.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon, black, leather upholstery; £285.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1948 model 4-seater tourer, grey with grey interior, particularly well maintained car; £390.
ROBBINS, 86-96, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2145

STANDARD 8 1938 saloon, good condition; £240 o.n.o. —Dix, 81, Eden Way, Beckenham. [2829

STANDARD 8hp 1947 saloon, sunshine roof, good condition; £400; offers.—Hendon 6075. [2794

1939 saloon, excellent condition throughout, careful owner; nearest £275.—Mil. 4708. [2671

1946 Standard 8 drop head coupe, new battery, steering overhauled; £275.—Leatherhead Garage, Leatherhead 3043. [2636

1937 Standard 8 drop head foursome coupe, grey, perfect order; £365.—John Gray, 20, Hermitage Lane, N.W.2. Spee Veil 1242 [C2026

345 gns.—Standard 8 (November, 1946) saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Standard 8, late 1946 4-seater, black, blue leather, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below;—

£355!!!—Unrepeatable! 1948 Standard 8 sports 4-seater, excellent and spotless condition; also choice of 2 saloons; 3 months' guarantee; hire purchase exchanges.
LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1948 model Standard 8 de luxe saloon, just reconditioned, fully guaranteed, bargain; £375; also '39 8 saloon to clear, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

STANDARD 8

£285.—1946-7 Standard 8 tourer, two owners, 30,000 odd miles, a car you can't lose on, sell that £800 motor and buy this until the market steadies, guaranteed 3 months, 45mpg, 60mph.—Primrose 1796. [2740

265 gns.—Standard 8, 1939, de luxe saloon, grey, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1939 Standard 8 saloon, black, sliding head, brown leather, 58,000 miles (new engine at 40,000), 35-40 mpg; in possession second owner since 1940; covered road tax for year; price £280; seen London by appointment.—Tel. Sloane 4111 Monday to Friday mornings between 10 and 12. [2996

TANKARD & SMITH, Ltd., offer 1947 Standard 8 drop head coupe, black with brown leather, moderate mileage only, private owner since new, above average throughout; £595; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-3. [C4026

Standard 8 Cars Wanted

WHY accept less for your Standard 8 when you get its full market value from Perraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [W2008

STANDARD 9

1936 Standard 9 sunshine saloon, an exceptional little car in every respect, taxed; £120.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595. [C4030

STANDARD 9hp 2-door saloon (1937), black, good condition; £165 near.—Worthing 6125. [2502

1937 Standard 9 saloon, privately owned, beautifully maintained; £185.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

TANKARD & SMITH, Ltd., offer 1936 Standard 9 saloon, finished in maroon, good tyres, in very good condition throughout; £160.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

£75.—1932 Standard 9 saloon, reconditioned engine, new shock absorbers and springs and new tyres, clean coachwork.—Brookside Motors, 602, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1050

STANDARD 10

1937 Standard 10hp, immaculate condition, good tyres, taxed; £235.—Lloyd, Perivale 6878. [2752

STANDARD 12

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1938-9 Standard 12 drop head foursome coupe, immaculate black cellulose, exceptionally clean red leather upholstery, new hood fitted, nearly new tyres, engine overhauled, post-war condition; 299gns.

HIRE purchase terms on the spot with no references, no formalities or deposits. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1948 Standard 12 4-door de luxe saloon, black with blue leather interior, original immaculate coachwork, rebored engine, moderate mileage; £545.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Streatham 2474, four lines. [C2005

B. J. HUNTER, Ltd., offer:—

1948 Standard 12 saloon, most carefully used; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040

£125.—1935 Standard 12 saloon, excellent runner.

1939 Standard Super 12 saloon, guaranteed; £250. —Below.

1938 Standard Flying 12 saloon, guaranteed; £185; payments.—Caudfield, 366, Kensington High St., W.14. Wes. 5631. [C5029

1948 Standard 12 drop head coupe, one owner, excellent order, 3 months' guarantee; £495.

C. & W. MOTORS Ltd., Green's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

495 gns.—Standard 12, late 1947, de luxe saloon, black, sliding head, red leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 14

1949 January, delivery Standard 14hp saloon, black, 52,000 miles, one owner, l.h.d.; £475.—Frank Dale, Fordcar 3765. [C1067

TO the trade only.—Post-war Standard 14 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?

GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (3 lines). [C1031

1938 Standard 14 saloon, carefully used car, in very good order; £275.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1939 Standard 14hp saloon, black, very attractive condition and well maintained, taxed.—Kingston House Garage, 70, Ennismore Gardens, S.W.7. Kensington 6726. [2915

STANDARD VANGUARD

ROUNDABOUT offer:—

1949 Standard Vanguard, grey with red leather upholstery; £595.

ROUNDABOUT GARAGES, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3058

GLANFIELD LAWRENCE offer

1950 (May) Standard Vanguard saloon, maroon, 13,000 miles only, fitted heater, radio, seat covers, etc., the whole car in positively immaculate condition; £745.—407, High Rd., N.12. Finchley 0091. [C2051

STANDARD VANGUARD

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 Vanguard, 22,000 miles, radio, heater, a most immaculate car; £725.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

1949 Standard Vanguard Tickford conversion, grey, radio, heater, excellent condition.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1951 Vanguard saloon, leather upholstery and heater, very attractive car throughout; £655.
COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3195-6. [C1054

1951 Standard Vanguard, condition as new; £850.—Carr Bros. Garages, Ltd., Purley, Upi. 2812. [2871

1949 Vanguard, grey, leather; £495.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [2841

1950 one owner Vanguard in black, nominal mileage—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

STANDARD Vanguard saloon (1950), black with fawn cloth; £650.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 (July) Vanguard saloon, grey, grey leather upholstery, wheel discs, heater, loose covers, one owner, taxed; £685.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Vanguard with heater, 9,000 miles; £795; extras (fanges, deferred.—Leatherhead Garage, Leatherhead 3043. [2635

1952 Vanguard, latest model, 2,500 miles, black, new condition; £100 below list; genuine bargain.—Elmbridge 4923. [2745

1952 (January) registered Standard Vanguard saloon (1951 model), black, 10,242 miles, as new; £725.—Appleton, Andover. Tel. 2950. [2696

1952 Vanguard, comet blue, red leather, 5,000 miles, as new; £825.—Owner, Barker, Shoreham-by-Sea 2355. [2510

1951 Vanguard saloon, 9,000 miles, subject balance covenant.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5568. [C1027

CASS'S MOTOR MART.—1950 (September) Vanguard saloon, 22,000 miles, radio, heater, leather upholstery, immaculate; £695.—5, Warren St., W.1. Euston 4110. [C1040

1952 (September) Standard Vanguard saloon, as brand new; £850; terms and exchanges.—S. F. Erskine & Sons, Ltd., 24, Commercial Rd., Woking 350. [2945

1951 Standard Vanguard, guaranteed 4,500 miles, absolutely unmarked, radio, heater and leather; to-day's price over £1,000; will accept £750.—Bushell, Bannister House, Portishead. [2707

ARCHIE SIMONS & Co., Ltd.—1949 Standard Vanguard saloon, metallichrome green, upholstered in green leather, fitted radio and heater, one owner only; £625.—94, Gt. Portland St., W.1. Lan. 1545. [C4015

1949 Standard Vanguard saloon, red leather upholstery, fitted heater, in superb condition throughout, taxed year, bargain; £550.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5056

£525.—Oct., 1949, Vanguard, green, leather, heater, 35,000 mileage, well maintained mechanically for careful invalid owner driver, bodywork fair, tyres good.—Weisted, Kemsing, Kent. Seal 342.

XXX 1951 Standard Vanguard saloon, black with red leather, an immaculate car, one owner-ship; written guarantee; £795, terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 4012. [C2005

1951 (October) Vanguard saloon, comet blue, blue leather, 5,000 miles only, absolutely like brand new; £795.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

STANDARD Vanguard (Nov. 1949), one owner, excellent condition, green, heater, H.M.V. radio, luggage rack, loose covers, bargain, for immediate sale.—Appleby, The Grove, Middle Barton, Oxford (Steeple Aston 346). [2760

WALTER SCOTT, Ltd.—1949 Vanguard, metallic green, £535; also 1950, black, £650; one owner cars in exceptional condition; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

ROSE & YOUNG, Ltd., offer 1950 Vanguard, radio, heater and leather, low mileage, immaculate, black; £635.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

Standard Vanguard Cars Wanted

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454. [0775/R

R S

ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [6462

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 6000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD MISCELLANEOUS

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 3051. [W3045

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good condn., cash or exchange. Tel. Gla. 2480. [0431/R

IF your car is in London and is a post-war model it can be seen and purchased within the hour by 'phoning Wanstead 6666 and asking for our London representative. LAMB'S, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2051

Standard Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London, Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

REPAIRS; reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0123

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. [0301/R

RECONDITIONED exchange engines.—Tamworth Park Autos, 54 Tamworth Park, Mitcham. Mitcham 2859. [7954

STANDARD spares, all models from 1954 by return of post; genuine factory replacement engines; quote commission number when ordering. [0475/R

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5368

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

BROCKHURST GARAGE.—Harrow agents for Standard Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call; orders dispatched immediately.—39-45, Eden St., Kingston. Kin. 5151-4. [0286/R

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray. 3456-7-8-9. [0367/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams, Spikins, Twickenham. [0544/R

HALLS (PINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed 6 months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion 4-door sedan, overdrive, radio, heater, seat covers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Tel. Wembley 8691/3903. [C4015

RHD late 1951 Studebaker Landcruiser 4-door saloon, new V-8 engine.—Below.

RHD late model Studebaker, colour black; £1,250.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1945 Studebaker 22hp Champion R.H.D. fixed head foursome coupe, lovely condition, perfect mechanical order; £500.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

Studebaker Spares and Service

REPAIRS, reconditioned guaranteed gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0959

EXCHANGE engines for Commander, 3-day service, brakes overhauled and relined, same day service, overdrive gear boxes exchange service on Commander and President, large stocks of spares, body parts, doors, etc.—Glenhaven Autos, Glenhaven Ave., Boreham Wood, Herts. Opposite Elstree Studios. Elstree 2708, 2728. Cars collected and delivered London area. [2469

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares, service.—Shandon Garage, Abbeville Rd., S.W.4. Tul. 4505. [0515/R

SUNBEAM-TALBOT

CAR MART, Ltd

1951 Sunbeam-Talbot saloon, 8,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Sunbeam-Talbot 10 saloon, original black cellulose, brown leather upholstery, excellent mechanical order throughout, carefully maintained by an enthusiast; 370gns.—

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.—

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

SUNBEAM-TALBOT

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted heater, etc., £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

WARWICK WRIGHT, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, green, red leather, 200 miles only.

1952 Sunbeam-Talbot 90 drop head coupe, black, red leather, heater, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4024

GUY SALMON AUTOMOBILES offer:—

1950 Sunbeam-Talbot 80, radio; £750.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

GORDON CARS (LONDON), Ltd., for Sunbeam-Talbots.

1950 drop head coupe, green; £895.

1950 4-door saloon, bronze; £895.

1950 4-door saloon, black; £795.

GORDON House, 375, Euston Rd., N.W.1. Eus. 6611. [C2025

1950 saloon, bronze-red, low mileage, immaculate; £850.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

CAMDEN MOTORS, Sunbeam-Talbot, see special double-page advertisement in this issue.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. [C1035

1939 Sunbeam-Talbot 10 saloon, recent reconditioned engine, excellent order; 3 months' guarantee; £375.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

£395—Sunbeam-Talbot 10 1939 4-dr. sln., exceptional appearance, showing little use; also a drop head; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

1939 Sunbeam-Talbot 10 saloon, guaranteed; £300, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1947 Sunbeam-Talbot 2-litre saloon, reconditioned engine.—Dearing, 42, St. George's Terrace, Newcastle-on-Tyne, 2. [2846

1946 Sunbeam-Talbot 10hp tourer, grey, small mileage, excellent condition; £485.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

SUNBEAM-TALBOT 90 saloon (April 1951), mileage 9,800, gun finish, one careful owner; £950.—Ebdons Automobiles, Ltd., Chelmsford. Tel. 2895. [2765

1947 Sunbeam-Talbot, black, tourer, immaculate, Pram. Windhorns, screenwasher; price £675.—Nichols, 12, Mead Crescent, Sutton, Surrey. [2957

1951 Sunbeam-Talbot 90 saloon, heater, radio, one owner; £875. 6 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1939 Sunbeam-Talbot drop head coupe; £570.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. 6515. [C4019

1951 (February) Sunbeam-Talbot 90 saloon, 14,000 miles, colour grey with grey leather; £950.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

1950 (July) Sunbeam-Talbot 90, drop head convertible, colour grey, grey leather, H.M.V. radio and heater, one private owner; a most attractive car; £750.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. [2565

1951 Sunbeam-Talbot 90, one fastidious owner, fitted heater, screen washers, etc., finished gun grey; £945.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1950 Sunbeam-Talbot 90 saloon, green, one owner, 16,000 miles, original tyres, spotless condition; £795.—Tel. Wallington 2091 (or 5026 after 6.30 p.m.). [2825

1950 Sunbeam-Talbot 90 saloon, black, 16,000 miles, Rootes maintained, splendid condition, perfection mechanically; £825.—Watson, Yarm Court, Leatherhead. Leatherhead 3320. [2810

SUNBEAM-TALBOT 90 saloon (July 1949), mileage 26,000, black, original finish, as new, radio, heater, other expensive extras; £735.—Ebdons Automobiles, Ltd., Chelmsford. Tel. 5895. [2766

£100 under list.—1952 Sunbeam-Talbot 90 saloon, black with red upholstery, delivery mileage only, heater and H.M.V. radio.—Lawtons Garages, Ltd., Clayton-le-Woods, Nr. Chorley. Tel. Preston 85159. [2912

1952 Sunbeam-Talbot 90 saloon, satin bronze with red leather, radio, heater and loose covers, mileage 5,000, one owner, a superb car; £1,200.—Alec Bennett, Ltd., Portswood, Southampton. Tel. 54081. [2675

£965!!!—1951 (April) Sunbeam-Talbot 90, finished pale blue, low mileage, carefully maintained; exchanges or £322 deposit, £42 monthly.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Emberbrook 2323-4. [2891

£375—Sunbeam-Talbot 3-litre, 21hp 4-door de luxe saloon, first registered 1951, £10 tax, reconditioned engine and clutch, new Dunlops, new battery, brakes relined, etc., this year; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MILEAGE for sale—cheap!—Genuine 30,000 miles, 1939 3-litre S-Talbot 4-saloon, as brand new, two meticulous owners from birth, 22mpg, 85mph, fitted with hand controls (cost £70) for disabled driver, easily removed if not wanted, the most genuine second-hand car offered, 6 months guarantee; Price?—£595! Use it for 20 years without major expense, then throw it away.—Little, 41, Howitt Rd., N.W.3. Primrose 1796. [2741

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

Sunbeam-Talbot Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0111/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

WANTED, Sunbeam-Talbot 90, in exchange for excellent 1949 SM1500 (15,000 miles), cash adjustment.—Box 3341. [2849

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. [0462/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0083/R

TALBOT

£325—Talbot 10 1958 sportsman sln., exceptionally well kept car, in excellent mechanical order, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

345gns.—Talbot 10, 1958, foursome drop head coupe, black, grey leather, radio, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225gns.—Talbot, 1957 model, 18hp 75 de luxe saloon, black, sliding head, fawn leather, manual gear change, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

£175!!!—Magnificent Talbot 90 4-door sports saloon, bodywork spotless, interior just like a drawing-room, magnificently maintained, first reg. 1954 but literally looks and runs like much more modern vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6231. [C2052

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

DISMANTLING 3 Talbots, 1956 18, 1954 21, 1953 21.—Motolympia, Welshpool. Tel. Oswestry 480. [0907/R

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0806/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0664/R

TRIUMPH

CAR MART, Ltd.

1949 Triumph 2000 saloon; £695.

1951 Triumph Mayflower saloon, radio, heater, 7,000 miles; £795; B.M.T.A. consent.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1059

NEWNHAMS, Ltd

1950 Triumph 2000 Renown saloon, grey, very carefully used; £945.

NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

JACK ROSE, Ltd., offer:—

1950 (July), 8,000 miles, Triumph Renown saloon, almost as new; accept £875.

1949 Triumph Roadster 2000, in excellent condition, green, with red leather upholstery, open to any examination; £655.—Below.

1947—48 1800 Roadster, very clean inside and out; £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3054

TOM GARNER, Ltd., offer:—

1951 Triumph 2-litre Renown saloon, maroon with beige leather, 1,700 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2027

B. J. HUNTER, Ltd., offer:—

1947 (October) Triumph 1800 saloon, fitted radio, heater; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

MONTROE MOTORS offer:—

1938 Triumph Dolomite 14hp drop head coupe; £295.

1948 Triumph 1800 Roadster, grey; £635.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1177-8. [C3015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

ROSE & YOUNG, Ltd., offer:—

1949 Triumph 2000 Roadster, numerous extras fitted, low mileage, immaculate condition black; £645.

1947 Triumph 1800 Roadster, first-class order throughout, black, £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

1951 Renown saloon, grey/grey, low mileage, immaculate; £675. [C4004

H A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

1951 Triumph Renown saloon, 9,000 miles, maroon, one owner, fitted radio, heater, [illegible]

RIPCO, Ltd. (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

1949 (Mch.) Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 miles, radio; £800.—

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. [C4029

1949 Triumph, razor-edge saloon, black, beige leather upholstery, one owner; £695.—

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C5004

GUY ALFREDS & Co. Ltd. 1951 Triumph Mayflower, radio, extras.—6-7, Warren St., W.1. Euston 3266. [C1005

1949 (July) Triumph Roadster, grey, one owner, beautiful condition; £655.—Leicester 66007. [2184

215 gns.—1939 Triumph Dolomite saloon, taxed, sound car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£298 Triumph Dolomite 1½-litre 1938 sports sin., tip-top condition, very smart appearance; many others.—

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges; h.p. [C1017

1950 (July) Triumph Renown saloon, grey/grey leather, absolutely unmarked, genuine mileage 19,000; £795.—

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [C1014

TRIUMPH saloon, December, 1949, 25,000 miles, perfect appearance and performance; £800.—Tel. Clerkenwell 2181, Ext. 5. [2715

£195—10.8 Gloria saloon, 1956 engine, tyres, upholst. excellent, disc wheels.—Pearce, Ruislip 2194 (evenings). [2855

1949 Triumph 2000 Roadster, green, red upholstery, 15,000 genuine, wonderful order, must be seen.—Sands, Burnham, Bucks 85. [2465

1949 Triumph 1800 saloon, black with beige leather, well maintained, £675.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4904). [C4022

1950 Triumph Mayflower, black, red leather, heater, immaculate condition; £650.—11, Sylvan Rd., E.11. Wanstead 8415. [2776

1951 (Apr.) Renown, 11,000 miles; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 (November) Triumph razor edge saloon de luxe, heater, one owner, £675.—6 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1949 (May) Triumph 2000 Roadster, 20,000 miles, one private owner, finished black, red leather, taxed Dec.; absolutely immaculate; price £695; trade enquiries welcomed.—

MOTOURISTS (LONDON), Ltd., Gt. North Rd., East Finchley, N.2. Tudor 2301-2. [C5016

NAYLOR & ROOT.—1949 Triumph 2000 Roadster, black, green hide, low mileage, very attractive; £695; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Bat. 3252. [C3022

ARCHIE SIMONS & Co., Ltd.—1949 Triumph 2000 razor edge saloon, metallic grey, one owner, fitted heater, nominal mileage, showroom condition.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 (April) Triumph Roadster 2000, grey with grey leather, perfect; £625.—Gibsons Sports Cars (Xcharch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [2768

1948 (Dec. 29) Triumph 1800 r.e. saloon, excellent condition throughout; £675; exchanges; terms.—Palmers Motors, Ltd., 53, York St., Twickenham, Popesgrove 1890. [C5054

1949 (January) Triumph Roadster 2000 model fitted new mohair hood, immaculate; £625.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

£195!!!—1937 Triumph Vitesse 1½-litre saloon, approximately 7,000 miles since engine and axle overhaul, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

£888!!!—August, 1950, Triumph razor-edge saloon, genuine small mileage motor car, literally and absolutely looks as though it has just left the Motor Show; 3 months' guarantee; hire purchase; exchanges.—

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£175!!!—1938 (August) Triumph Vitesse d/h coupé, mechanically extraordinarily good bodywork fair, space required, real bargain, cash, no H.P.—North-rn Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

TANKARD & SMITH, Ltd., offer 1948 Triumph 1800 saloon in black with maroon leather upholstery, one owner since new, faultless condition throughout; any trial or examination; £675; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801. [C4026

Triumph Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0978/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0992/R

Triumph Cars Wanted

TRIUMPH in good condition, for cash.—Tel. Valentine 2096 or 4674. [8465

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0162/R

XXX Cash immediately for good Triumph.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

C A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [W3045

IF your car is in London and is a post-war model it can be seen and purchased within the hour by 'phoning Wanstead 6666 and asking for our London representative.—LAMB'S, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2351

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and all spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

REPAIRS, reconditioned gear boxes, gears.—10, Winchester Mews, N.W.3. Pri. 2647. [0194

BASIL ROY, Ltd.—Triumph spares complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0199

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

UTILITY CARS

JACK STONE & SON offer:—

1948 Alvis 1½-litre 7-seater utility; 1948 Alvis 1½-litre utility; 1939 Austin 8 5-seater utility; 1955 Rover 14 7-seater; many others; terms or exchanges; let us know your requirements; send for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5 2276-7. [C4021

ROWLAND SMITH'S for utility cars.

595 gns.—Austin A40, 1949 Countryman estate car, pastel green, heater, fold-flush rear seating, one careful owner, moderate mileage, excellent condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Fordson, Octoher, 1947, 10hp 4-seater timber utility, glass all round, fold-flush rear seat, drop tail-board, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

295 gns.—Lincoln-Zephyr, 1937, V.12 4-door 8-seater station wagon, natural timber body, glass all round, removable seats, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014

METROPOLIS GARAGES, Ltd., offer:—

NEW 1952 Jowett Bradford de luxe utility van, immediate delivery, finished beige, unregistered, at list price, £465, plus P.T. [2911

METROPOLIS GARAGES, Ltd., Maclise Rd., W.14. Tel. She. 5365.

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (Nov.) Jowett-Bradford de luxe utility, special colour, Royal blue, moderate mileage, carefully used, one owner; £395.—The Broadway, Mill Hill, N.W.7. Hil. 2040. [C3012

1948 14hp Alvis utility, 22,000 miles; £750.—

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [2317

1948 Bradford de luxe utility, low mileage, immaculate; £575.—

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053/1

1951 (Aug.) Austin A40 Countryman, 4,000 miles, as new throughout; £795.—

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£285—1947 Jowett Bradford 4-seater utility, excellent condition.—Below. [0621/R

£150—1948 (reg.) Humber ex-W.D. 27hp utility, ready for hard work.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

GUY ALFREDS & Co., Ltd., 1951 Austin A40 Countryman, B.M.T.A. consent—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Bradford de luxe utility, 4 seats, 7,000 miles only, one owner, taxed, as new, guaranteed; £565.—

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1947 (August) Hillman estate car, bodywork re-conditioned throughout, excellent mechanical order; £500.—

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield, Lane, Harrow. Tel. 6225-6. [0621/R

1951 Jowett Countryman, 6,000 miles in new condition; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2031

1940 Austin 10 utility, guaranteed; £275; exchanges and terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [2924

1952 (Feb.) A40 Countryman, 7,000 miles; controlled price; B.M.T.A. consent.—Ernest Sutton, Tel. Rogate 4. [C4025

1948 Jowett Bradford de luxe utility, fawn, very good condition, carefully maintained; £350.—Roberts, Saint Albans, Meavy Lane, Yelverton, Devon. [2672

1950 (October) Austin A40 Countryman, heater, one owner, 15,000 miles, taxed private only; £675.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1026

UTILITY CARS

BRAND new!!! Standard estate car, available through exceptional circumstances, list price, terms, exchanges.—Home and Overseas Motors, 150, Finchley Rd., N.W.3. Hampstead 0067-9. [1679

1952 Standard Vanguard Estate car, jade green, 6 weeks old, 500 miles; £925; owner posted abroad without notice.—Stewart, Fairlight, The Avenue, Ascot, Winkfield Row 212. [2765

1948 Hillman Phase 2 estate car, grey, with brown leather upholstery, moderate mileage, in nice condition; £525.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0536. [C1075

1949 Bradford utility, as new, £350; 1948 Ford 10 Radford wooden utility, perfect, £395; 1939 Austin 10 coachbuilt utility, £250; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [C3055

ALVIS 1948 station wagon, 12,000 miles since new, natural timber body, bonnet and wings cellulosed grey, superb condition; bargain price, £575; terms, exchanges.—A. E. Palmer Motors, 12, Church St., Luton. Tel. 4212. [2479

COMPLETELY reconditioned Ford Pilot and Prefect chassis now fitted with new full-length utility bodies; Pilot £775, Prefect £675.—Photo and details, Peto Motors, Ltd., King St., Wilton, Nr. Salisbury, Wilts. [2705

UTILITIES! Station waggons!!—Hudson 6 all-metal proprietary utility, 1948 reg., requires painting, £65; Buick McLaughlin coachbuilt station waggon, foldflush sealing, engine requires fitting after repair, ship, £110; Austin 20 1945 reg. station waggon, wood body, very attractive, £165; Ford 8 van, 1947, unused since £50 overhaul, gift £200.—Elthama Motors, Eltham Rd., Eltham 6240. [2895

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0993/R

WHY accept less for your Utility when you get its full market value from Ferraris of Cricklewood, Ltd? 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. [W2009

VAUXHALL 10

ELITE MOTORS offer:—

1947 Vauxhall 10, 4-door de luxe saloon, exceptionally clean condition; black cellulose with brown interior, faultless mechanical condition; one owner; taxed; £499.—

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [C2005

1946 Vauxhall 10, black; £415.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [2942

1947 Vauxhall 10hp saloon, excellent condition, £525.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1946 (October) Vauxhall 10 de luxe saloon, black/brown leather, reconditioned engine, low mileage, immaculate; £425.—

H A. SAUNDERS, Ltd., 326-350, Euston Rd., N.W.1. Euston 4511. [2930

VAUXHALL 12

1948 (Dec., '47) Vauxhall 12 saloon, far better than average condition, £475.—

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

1946 Vauxhall 12hp 4-door saloon, black, brown leather upholstery, sliding roof, radio; one owner; 18,000 miles only; taxed year; £445.—

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1946 Vauxhall 12hp 4-light saloon, new engine and suspension units; £465.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

£495—Vauxhall 12 saloon, 1948, carefully used, one owner, black, heater; terms, exchanges.—Bryce Motors, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [2660

£485!!!—Magnificent Vauxhall 12 de luxe saloon, although a 1937 model, this vehicle literally looks and runs like brand new; 5 months' guarantee; hire purchase; exchanges.—

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL 14

DICKS.

1940 Vauxhall 14 J type saloon, excellent condition throughout; £395.—

DICKS CAR SALES, Ltd., 385-431, High Rd., Kilburn, Maida Vale 6888-9. [C1072

ACRES offer:—

1940 Vauxhall 14hp J type saloon, finished in black with blue leather upholstery, recently recellulosed, and completely overhauled, excellent tyres, and in magnificent condition throughout; first £375 secures.—

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

NORMAN AUTOS offer:—

VAUXHALL 14, touring saloon, immaculate throughout; £250.—

346 354, London Rd., Croydon, Surrey. Thornton Heath 4657. [2864

1946 Vauxhall 14 saloon, beautifully maintained by one careful owner since new; £460.—

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

LATE 1948 14hp J Vauxhall, spotless; £495.—Howard, 140, Maybank Ave., Wembley. Arnold 6349. [2710

1937 privately owned saloon, good condition; offers invited.—Box 3327. [2745

1939 Vauxhall 14 J-type saloon, magnificent, guaranteed; £335; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058

1946 Vauxhall 14hp J-type saloon, carefully used, reconditioned engine; £450.—Mervyn Austin, Paddington 1280, Ext. 167 [2280

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

1948 Vauxhall 14hp saloon, black, recently overhauled and recellulosed, exceptional condition throughout.—Below.

1948 Vauxhall 14hp saloon, black, in first-class mechanical order and clean.—Below.

THESE cars and many others can be inspected at the Royal Garage, Ingram Sandle & Co., Ltd., Gillingham, St., S.W.1. (Vic. 4366.) [1546

JULY, 1948, Vauxhall 14 J-type, 28,000 miles only, mechanically perfect, spotless condition throughout; offers.—Powell, Deddington, Oxon. Tel. 204. [2708

£285.—Vauxhall 14, series J, 1939 4-door de luxe, excellent terms.—C.A.P. Motors, 130, Tottenham Rd., S.W.9. Reliance 2895-6. [C1058

1948 (March) Vauxhall 14 saloon, J type, black, brown leather, radio, heater, twin spotlamps, 17,000 miles, in specimen condition throughout; £595.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [2130

1940 Vauxhall 14, J type, specimen motor car, one owner, black with brown leather; £415.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£499!!!—1947 14 J-type de luxe saloon, excellent condition throughout, bargain price; choice two others; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

VAUXHALL 25

VAUXHALL 25hp de luxe saloon offered for sale, this has been a works car since new and has been meticulously maintained by the company's own service garage and driven and looked after by competent chauffeur, the 5-6-seater saloon coachwork is in beautiful condition and has a bench type front seat capable of accommodating 3, there is a heater and radio, discs to wheels, mechanically in really exquisite order, having done only a moderate mileage and no expense having been spared to keep the car running perfectly at all times, this car has a wonderfully smooth and silent performance, is capable of about 75mph, possesses really satisfying acceleration yet regularly gives over 20 miles to the gallon, thus car is a wonderful vehicle for a person requiring silent, effortless speed, pre-war quality, fine lines and appearance, roominess, comfort and luxury and is only being disposed of due to delivery of new car; price £400.—Mr. Bullough, ACI., Ltd., Horwich, Nr. Bolton, Lancs. Tel. Horwich 271. [2646

VAUXHALL 27

BRUTONS, Ltd.—Vauxhall 1935 27hp drop head, taxed, well shod, property elderly gentleman, recent new engine; £175.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [C1026

VAUXHALL WYVERN & VELOX

LAYTONS OF OXFORD offer:—

1949 Vauxhall Velox, one owner since new, fitted heater and radio, black with brown leather, very attractive car; price £775, terms over 18 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [C2054

McKINNON MOTORS, Ltd., offer:—

1950 (Jan. 18) Vauxhall Velox saloon, black, brown leather, built-in radio, heater, screen wash, reversing lamp, fog lamp, parking lights, two rear, side radio aerial, taxed Dec. 31st, 5.90×15 acres, Burman steering, larger headlamps, one owner only, the whole car in exceptional condition; £725; six months' guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Lansham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

1949 Vauxhall Velox saloon, black, mechanically perfect.—Below.

1950 Vauxhall Velox saloon, black, exceptionally clean throughout.—Below.

1950 Vauxhall Wyvern saloon, black, mechanically perfect and clean.—Below.

THESE cars and many others can be inspected at the Royal Garage, Ingram Sandle & Co., Ltd., Gillingham St., S.W.1. (Vic. 4366.) [1547

1950 Vauxhall Wyvern, one owner, blue with brown upholstery, radio and heater, 13,000 miles; £745.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Vauxhall Velox saloon, one owner, mileage 6,000, as new.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

1950 Velox, excellent order; £595; exchange Sheerline, Princess, similar.—Bowles, 2, Elm Park Court, Pinner. Tel. 760. [2774

1950 Velox saloon, grey/red, radio, heater, immaculate; £645.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

TO the trade only.—Post-war Vauxhall Wyvern available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours?

GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (5 lines). [C1051

1950 model Velox for private sale, one fastidious owner, contract serviced (Vauxhall) since new, body and mechanical condition perfect, expert examination welcome, heater, new tyres, nominal mileage; disposal for domestic reasons only; nearest offer £725.—Tel. Trowbridge 2982 evenings, or write Box 3342 [2850

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4–6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

VAUXHALL MISCELLANEOUS

£225—1937 Vauxhall 12 4-door de luxe saloon, in outstanding condition throughout.—Below.

£135—1935 Vauxhall 14 de luxe saloon, exceptionally clean condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Wyvern, black, leather upholstery, low mileage, heater and spot light fitted, body immaculate; £770.

1939 Vauxhall 10hp, black, leather upholstery, mechanically sound; choice of 2; £335.

1947 Vauxhall 12, black, brown upholstery, mechanically sound, body in very good condition; choice of 2; £525.

1947 Vauxhall 14hp, black with brown leather, mechanically sound, exceptional condition throughout; £575.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models.

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9897), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

Vauxhall Miscellaneous Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

S SHAW & KILBURN, Ltd., Vauxhall main dealers.

SWILL purchase modern Vauxhall cars.

4–6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

VAUXHALL, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8464

LOW-MILEAGE Vauxhall or similar required now.—54, Streatham Hill, S.W.2. Tulse Hill 4388. [0835

VAUXHALL 10-12 saloon, 1946/48 wanted.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. [2540

VAUXHALL cars wanted, immediate settlement.—Please Tel. Luton 4212 or write 12, Church St., Luton. [2901

XXX Cash immediately for good Vauxhall.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd. 11a, Earl's Court Rd., S.W.5. Fro. 0063. [0479/R

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

T TRIANON.

TRIANON, Established over 30 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC, JCY models, stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new; just received from factory.

TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0157

C.A.C

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-398, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams. Autospare, Wimble, London. [0685/R

RECONDITIONED guaranteed gear boxes, suspensions shock absorbers and repair.—10, Winchester Mews, N.W.3. Pri. 6159. [0900

Vauxhall Spares and Service

VAUXHALL-BEDFORD main dealer offers exchange units; 24 hours service.

GEAR boxes, differentials, suspension units, engines, etc.; all models from 1934 onwards; fully guaranteed; fixed prices.

FOR immediate service Telephone Lee Green 1202-3-4.

PENFOLD MOTORS, Vauxhall-Bedford Main Dealers, 12-18, Burnt Ash Rd., Lee Green, S.E.12. [1480

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0393/R

VAUXHALL reconditioned engines, speedy fitting, large coachwork department, all repairs, including trimming by experts.—Carmo, St. John's Wood Roundabout, London, N.W.8. Primrose 0141. [9787

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914. [0201/R

VINTAGE CARS

A.B.C. 12-40hp, 1926, unique, in excellent condition; £85.—Down Cottage, Crawley Down, Sussex. [2622

VOLKSWAGEN

COLBORNE GARAGE, Ltd.

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workships are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele, offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

COLBORNE GARAGE, Ltd. (the Volkswagen People), Ripley, Surrey. Tel. 2361. [0575/R

!!—Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

GUY ALFREDS & Co., Ltd.—1947 Volkswagen, radio, excellent.—6-7, Warren St., Euston 3268. [C1005

1950 Volkswagen, immaculate condition; £375.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

£340—Volkswagen, registered July '49, blue, record, engine.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

VOLKSWAGEN, grey with solid grey leather upholstery, fitted right-hand drive, latest brake modification, radio, and spotlight; only 15,000 miles since complete overhaul and recondition; £395, no offers.—Rowley, Hellis, Oldham. Tel. Oldham 209. [2426

Volkswagen Cars Wanted

VOLKSWAGEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8465

RICHARDS & CARR buy Volkswagens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—6-10, North Audley St., Mayfair 5242. [S3050/R

WOLSELEY

E EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1951 Wolseley 4/50 saloon, met. green, 9,000 miles; one owner.

1950 Wolseley 6/80 saloon, grey, 25,000 miles, radio, one owner.

1949 (November) Wolseley 6/80 saloon, black, 17,000 miles, one owner, carefully used.

1947 Wolseley 12hp saloon, black, brown, completely reconditioned, in excellent condition.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5051), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

ACRES offer:—

1949 (September) Wolseley 6-80 saloon, finished in maroon with brown leather upholstery, heater and radio, beautifully kept and maintained and in magnificent condition throughout; first £650 secures.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1022

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1939 Wolseley 12hp 4-door de luxe saloon, immaculate black cellulose, very clean brown leather interior, excellent tyres, nice quiet engine and transmission, large, roomy saloon with low running costs; 360gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4037

JACK ROSE, Ltd., offer:—

1947 Wolseley 14 sunshine saloon, a beautiful car inside and out, open to any examination; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

G. S. HALL, Ltd., offer:—

£695—1948 Wolseley 14 de luxe saloon, green with green hide upholstery, original coachwork, unmarked, in new condition, just fitted with new engine, 27,000 miles total mileage.

£695—Sept., 1949, Wolseley 4/50, 16,000 miles, one owner, maintained in new condition.—G. S. Hall, Ltd., 502, King St., W.6. Riverside 2881. [C2031

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

GLANFIELD LAWRENCE offer:—

1947 model Wolseley 14 saloon, black/brown, one owner, exceptional throughout; £540.—407, High Rd., N.12. Finchley 0091. [C2055

HENDON CENTRAL GARAGE, Ltd.

1937 Wolseley 14 saloon, one owner since new, taxed year, perfect condition; £275.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1936 Wolseley 12 saloon, excellent condition, £175. MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1951 Wolseley 6/80, 11,000 miles, absolutely as new; £850. MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658.

1951 6/80 Wolseley, 14,000 miles, grey, one owner, £845. ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1947 Wolseley 14hp saloon, black, beautifully kept, in first-class condition; £575. MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1947 Wolseley 18/85 saloon, black with brown interior, not quite faultless but very near! £550. GARAGE SERVICE Co., Ltd., 9, Hoop Lane, London, N.W.11. Speedwell 3408. [C2019

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348.

1938 Wolseley 14, outstanding, genuine, original condition; £295; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1937 Wolseley 14 de luxe saloon, black, with brown leather upholstery, taxed year, in exceptional condition for its year; £325. TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

£398.—Wolseley 10, 1939, 4-dr. sln., in really exceptional condition throughout, low mileage; really wants seeing; many others. BEN MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park tube); exchanges, h.p. [C1017

1946 (October) Wolseley black sunshine saloon, brown leather, heater, one owner, perfect condition; £525, offers.—Box 3528. [2749

TO the trade only.—Post-war Wolseley 4/50 available from stock ready for your showrooms; we also wish to buy cars; may we quote for yours? GERRY BROWNE MOTORS, Ltd., 55/57, South Edwardes Square, Kensington, London, W.8. Western 4351 (3 lines). [C1031

1951 (Nov.), platinum grey, brown hide, genuine 4,000 miles; balance of covenant to be signed; late owner going overseas; £995. ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [1385

£565.—Wolseley 12, 1948, one owner, superb condition.—Withams Motors, 18, Balham Hill, S.W.12. Bal. 5260/5769. [2909

1950 Wolseley 6/80 saloon, black, heater, low mileage, one owner; £695.—Wimbush & Co., Ltd., Abbey House, Victoria St., S.W.1. Abbey 6896. [2321

1948 Wolseley 14 sunshine saloon, black/brown, exceptional condition inside and out; £550.—72, Green Lane, Padgate, Warrington 1062. [2757

1946 (Nov.) Wolseley 8, 4-door saloon, guaranteed; £425; exchange and terms.—Palmers Motors, Ltd., 55, York St., Twickenham. Popesgrove 1890. [C3034

£155—1936 model Wolseley Wasp 4-door 10hp wide body saloon, easy cleans, taxed, above average.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1946 (1947 model) Wolseley 14 saloon, exceptional condition; £545.—Chain Garages, Ltd., Hanger Lane, Junction of Western Ave., Ealing, W.5. Perivale 4004-5. [C1045

1937 14 Wolseley saloon, black and green, brown leather, 4 tyres nearly new, new engine, nice condition throughout; £230, or near offer.—12, Kynance Mews, S.W.7. Western 4078. [2905

1952 series Wolseley 6/80, green, 6,000 miles, as new; £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.

WALTER SCOTT, Ltd.—1951 Wolseley 6/80, black, 5,000 miles, £695; also another, unused; terms, exchanges.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1951 Wolseley 6/80 saloon, B.M.T.A. consent, green, radio and other extras, one owner, as new; £925.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [C4011

WOLSELEY 12 saloon, 1948, black with brown leather, genuine mileage 26,000, one careful owner, regularly maintained; £595.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Tel. Winton 2000. [2654

285 ENS.—1939 Wolseley 14 de luxe saloon, factory fitted replacement engine, privately owned, in first-class condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

1937 Wolseley 12 sportsman's coupe, black, excellent condition throughout, a very attractive car for the motorist who wants something different; £255.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 2779. [C5010

XXX 1951 Wolseley 6/80 saloon, steel grey with grey leather, heater, one ownership, quite immaculate, written guarantee; £525; terms, exchanges.—R. F. Edwards, 200, Gt. Portland St., W.1. Lansham 6012. [C2005

WOLSELEY

395 ENS.—Wolseley 10, August, 1939, de luxe saloon, black, sliding head, brown leather, heater, good tyres, carefully used, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£222 (11).—Wolseley 9 4-door saloon; this vehicle is outstanding, obviously having been wrapped in cotton wool all its life; open the doors, it is spotless inside; drive it, it's magnificent; although 16 years old this vehicle is outstanding; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

LIMOUSINES 1948, 25hp, black, low mileage, partition, 7-forward, privately owned, meticulously maintained, £950. (Fifty Limousines—Lists Posted).—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Wolseley 4/50 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

Wolseley 6/80 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 5434. [0722/R

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995/R

E EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele; we are the best market for used Wolseley cars. EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5951); and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [W4046/R

XXX Cash immediately for good Wolseley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

PLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

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W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316/R

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TEL. Waltham Cross 2760.

VAUXHALL Velox 1949, finished grey, very clean throughout.

VAUXHALL 14hp, 1948, finished black, reconditioned throughout.

FORD Prefect, 1949, one owner.

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1950 (March) Citroen Light 15hp, one owner, black with red upholstery, many extras, excellent condition; £760.

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1951 (May) Humber Super Snipe, one owner, 9,000 miles, loose covers and heater, black with brown upholstery, immaculate; £1,045.—Cork St., Reading 5457. [2651

ROBBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 30 years. [0506/R

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WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities. WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C5041

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PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, 'phone or call, Stockwell Rd., S.W.9. Bri. 6251. [0740/R

Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days. Saturdays, Hampstead 6041 (10 lines). [0996/R

IF you wish to sell your car for cash write, 'phone or call. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W3023/R

GATEHOUSE MOTORS are buyers of all makes of pre-war and post-war cars.—Highgate Village, London, N.6. Mou. 4444. [W2021

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage small hp vehicles.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065/R

WANTED, two 10hp post-war saloons, any condition; exchange 1938 Triumph Dolomite, cash adjustment.—Symons, Treneddan, Liskeard, Cornwall. Tel. 3110. [2819

ANY make of car sold on moderate commission. We will clean and maintain, advertise, show and demonstrate your car to the best advantage.—John Trigg, Ltd., Portsmouth Rd., Esher 1254. [W4033

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S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-366, High Rd., Leyton, E.10. [0341/R

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AUSTIN 1939 26hp 6-bearer streamlined Coachwork, certified mechanically, bargain, £945.

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AUSTIN 1951 Sheerline 5 door, 6 bearer, exclusive design, desirable equipment (unregistered).

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ROLLS-ROYCE 1935 Phantom II streamlined modern 6-bearer 1952 Coachwork, exceptional carriage, reasonable cost.

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WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hands usually in stock; established 1846.—Well Lane, Halifax. Tel. 4251. [0795/R

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman, Austin Sheerline and Austin 16hp chassis. Sleek bearer, or pedestal type supplied.—Bridge St., Northampton. Tel. 907. [M5019/R

COMMERCIAL VEHICLES

(Continued from next page)

READ BROTHERS MOTOR Co. (LONDON), Ltd., offer:—

1947 Ford 5cwt van, blue, unwritten, good order; £220.

1947 Morris 10cwt van, one owner, good order; £275; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1904. [C3048

NEW Vanguard van, painted grey, ex-works; £654; offered due cancelled order. JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [M4055

1950 Morris 10cwt plain van; £285; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700.

1952 new Vanguard pick-up offered at £85 under list price; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [M1016

UNREGISTERED Ford Mercury reconditioned pick-up, in excellent condition; £375.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1946 Karrier Bantam 2-ton low-loader truck; £150; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [2751

1947 /6-9 Fordson 10cwt van, plain black, excellent throughout, from £275; also 1938 Morris 10cwt truck with tilt, £125; exchanges, terms.—Palmers Motors, Ltd., 55, York St., Twickenham. Popesgrove 1890. [C5035

ARCHIE SIMONS & Co., Ltd.—1950 Fordson 10cwt van, no writing on panels, one owner since new, 5,800 miles only, spare wheel and virtually as new; £435.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

This section closes for press at 10.0 a.m. on Fridays

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LYNE, FRANK & WAGSTAFF, Ltd., offer:—
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1946 age 4,000, one owner, in plain colour; £475.
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Morris 10cwt van, reconditioned throughout, finished in any colour to choice; choice of four; £200.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

MORGANS GARAGE (HOUNSLOW), Ltd., offer:—
1949 Fordson 10cwt van, 34,000 miles, reconditioned
1946 engine fitted, 22,000 miles, in primer; £350.
Fordson 5cwt van, reconditioned engine newly fitted, good tyres, unwritten; £225.
MORGANS GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow. Tel. Hounslow 4422. [2726

1952 Ford 10cwt van, 5,000 miles, list price plus 10%, subject covenant.—Mansfield Autos, Ltd., Euston 2587. [C5001

BRADFORD vans for sale serviced by us, main agents since 1922.—Buntine's Motor Exchanee, Bonnersfield Lane, Harrow. Tel. 6225-6. [0284/R

£215 —Ford 5cwt van, 1946, exceptional condition. —Bryce Motors, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [2659

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 52, Wimslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5446. [0040/R

TWO private bargains.—1950 5cwt Morris van, £325; 10cwt Morris, 1950, £425; both in excellent condition, well maintained.—Medway Hosiery Warehouse, 31, Thomas St., Manchester, 4. [2665

1952 Bradford 10cwt van, green, 5,000 miles, as new, licensed to December; £455.—140, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

1946 Dodge breakdown truck, in perfect condition with front-wheel drive and automatic front winch; £275 o.n.o.—56, The Ridgeway, Westcliff-on-Sea. Tel. Leigh-on-Sea 77865. [2636

GUY ALFREDS & Co., Ltd., Bedford 1949 10-12cwt van, in primer, £325; 1945 (registered) Humber station wagon, £255; gown brougham, large 1949 Austin, suitable long-distance work, superb order; £675.—7, Warren St., W.1. Euston 5268. [M1006

Commercial Vehicles Wanted

WANTED, 1947-50 Fordson 5-cwt and 10-cwt vans.—Arthur S. Gould, 290-2, Regent St., W.1, and 814, Mearl St., Soho W.1. Langham 1594-5. [0102/R

(Continued on previous page)

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WE are prepared to purchase your present caravan either in part exchange or for cash; we also offer attractive used caravans at winter prices; write for list. —Whiteley and Creasy, Ltd., Caravan Distributors, Werrington, Peterborough, London, 592-6, Greenford Rd., Greenford, Middx. [1911

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CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0579/R

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NEW Garner 5cwt trailer; £27.10; fitting free.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [M4044

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SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 56, Mackenzie St. Tel. Slough 20501. [0152/R

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's 12, Codrington Mews, W.11. Park 3664-5. [0466/R

SELF-DRIVE hire, inclusive terms, 1952 saloons.—Smith & Hunter, 576, Kensington High St., W.14. Western 2512. [0456/R

LONTAX, Vic. 7771-2, the private chauffeur-driven car hire service; London's lowest rates.—Dudley Square, S.W.1. [0042/R

SELF-DRIVE post-war cars at competitive rates.—Rons, Ltd., 3, Choumert Rd., Rye Lane, Peckham. New Cross 2103. [1748

YORKSHIRE.—Drive Yourselves (Hull) Ltd.—1951-2 Morris Oxfords and Minors.—562, Anlaby Rd., Hull. Tel. 51059. [6056

UNLIMITED mileage.—Scott cars, 347, Finchley Rd., N.W.3, for self-drive hire post-war cars.—Tel. Hampstead 7779 and 6676. [0616/R

SELF-DRIVE car hire service; post-war cars; moderate terms.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. Ric. 4014. [C2058

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CARS FOR HIRE

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SELF-DRIVE. 12gns per week, no mileage limit, go anywhere.—C. & S. Motors, Dudden Hill Lane, Neasden, N.W.10. Gladstone 0605. [0656/R

ZEPHYRS, Consuls, 35/- per day; A40's, 50's, Minors, 25's.—Alliance, 29, Burbe St., Edgware Rd., N.W.1. Pad. 2646-6601. [0457

WIMBLEDON CAR HIRE.—Self-drive specialists, 1951 Austin A40s and A70s.—Mansel Rd., S.W.19. Wim. 5634. 1952-52. "We never close." [0611/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2452.) [0679/R

OVERSEAS tourists modern self-drive cars may be hired from Self Motoring, Ltd., Elvaston Mews, Queen's Gate, S.W.7. Tel. Bayswater 6225. [5567

NEW Ford Zephyr and Prefect saloons, self- or chauffeur driven, from £1 per day.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3565. [0091/R

A40's £10 p.w., 350 free miles; excess 6d per mile. —Truman's Garage, Arthur Court, Queensway, Bayswater, W.2. Bay. 6415. [0666/R

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, all night service; also self-drive 1951 A40s.—12-16, Bourdon St., Berkeley Sq., W.1. Mayfair 9603. "We never close." [0084/R

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THE CENTRAL MOTOR INSTITUTE, Private Hire Department, Finchley Rd., Hampstead, N.W.3. Tel. Primrose 6625 (4 lines). Latest model Austin cars for self-drive hire. Charges from £1 per day, including full insurance. Book very early to avoid disappointment. [0270/R

LOWER your travel costs by hiring one of the 200 J. Davy self-drive Jaguars, Austins, Fords, from £1 a day for 50 miles, then 5d a mile; full service for visitors to U.K. and Continent.—J. Davy, 15-14, Lonsdale Place, Kensington, W.8. Bay. 1225, or Yeomans Way, Brompton Rd., S.W.3. Ken. 1106. [0401

30 miles per day on new cars for £1, including petrol, oil and insurance, £5 per week, 240 miles, excess miles 4d; special discounts for period hirers.—Williams Car Hire Services, Ltd., 34, Acre Lane, S.W.2. Tel. Brixton 4011. 1, Dorking Rd., Epsom. Tel. Epsom 5901.

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PIRBRIGHT (near Guildford, Woking), Surrey.—Clarke's of Pirbright, Brookwood 2201/2. A.O. [2221/R

(Continued on page 275)

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H. F. EDWARDS & Co., Ltd., sole A.C. distributors for London, Middlesex and Surrey, invite retail and trade enquiries for the outstanding 2-litre A.C. saloon and Buckland sports tourer. Illustrated brochures and delivery quotation upon request, demonstration with pleasure. Sales and service.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0182. [N2003

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LANGHAM 1594-5.

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WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4854. A.C. distributors.

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CAMBRIDGE.— Turner & Hore, Ltd., Hyde Park Corner Garage. Tel. 4486. Alvis distributors.

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MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874/5. Alvis main agents.

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BOURNEMOUTH.—Chine Motors, Ltd., 13, Cotlands Rd. A.S. specialists since 1925. Bournemouth 4181. Armstrong Siddeley retail dealers.

CARLISLE.—Reah Bros., Lonsdale St. Tel. Carlisle 1078. Armstrong Siddeley distributors.

COVENTRY.—P. Blamire Queens Road Garage. Tel. 5424. Armstrong Siddeley distributors.

CROYDON.—Central Garage (Croydon), Ltd., Fell Rd. Tel. Croydon 7464. Armstrong Siddeley main agents.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 6000. Armstrong Siddeley agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton 4011. Armstrong Siddeley agents.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

NEWCASTLE-ON-TYNE.—Reah Brothers, Barras Buildings, Barras Bridge. Tel. Newcastle 25582. Armstrong Siddeley distributors.

STANMORE (Middx).—Stanmore Motor Co., Stanmore Hill. Tel. Grimsdyke 1699. Armstrong Siddeley agents.

SWINDON (Wilts).—Skurray's Ltd., 30/32, High St. Tel. Swindon 2266/7. Armstrong Siddeley main dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd., Waltham Cross 2760-4201. Armstrong Siddeley dealers.

ASTON MARTIN

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court S. Kensington. Ken. 6642. Aston Martin main agents.

DORKING (Surrey).—Pippbrook Garage, London Rd. Tel. Dorking 3891. Aston Martin official agents.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/3. Aston Martin area dealers.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., 12, Union Row. Tel. 29155 (4 lines). Austin main dealers.

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 534 (8 lines). Austin agents.

AUSTIN—*Continued*

ASHFORD (Middx).—Herd's Garage & Engineering Co., Ltd., Kingston Rd. Tel. 2084/5908. Austin retail dealers.

BANBURY.—Wrench's Garage, Bridge St. Tel. 2108. Austin dealers.

BEACONSFIELD (Bucks).—The Beaconsfield Motor Co., Ltd. Tel. 16 and 972. Austin main agents.

BIRMINGHAM, 12.—Balsall Heath Motors, 155-165, Mary St. Tel. Calthorpe 1847. Austin retail dealers.

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197/199, Hagley Rd., Edgbaston. Edgbaston 2921 (5 lines). Austin retail dealers.

BIRMINGHAM, 24.—The Yenton Garage Co., Ltd., 724, Chester Rd., Erdington. Tel. Erd. 2226/7. Austin agents.

BIRMINGHAM, 30.—Hancock Bros., Fordhouse Lane, Stirchley. Tel. Kings Norton 1455. Austin retail dealers.

BLANDFORD (Dorset).—Flander's Garage, Whitecliff Mill St. Tel. Blandford 57. Austin main dealers.

BRADFORD.—L. G. Mason (Bradford), Ltd., The Fleet Garage, Killinghall Rd. Tel. 64411. 64212. Austin agents.

BRISTOL.—The Cater Motor Co., Ltd. (Henlys) Austin House, Cheltenham Rd. Tel. 21326. Austin distributors.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Austin agents.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1300. Austin dealers.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. Cambridge 4215. Austin distributors.

CHESHAM (Bucks).—C. Marshall & Sons, Ltd., Waterside. Tel. Chesham 64. Austin main agents.

CHESTER.—More & Gamon, Ltd., 110, Foregate St. Tel. 22656. Austin main agents.

CROYDON.—Carr Bros. Garage, Ltd., Hill St., Purley. Tel. Uplands 4811/3. Austin agents.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Austin dealers.

DUDLEY.—Whittingham & Co., Ltd., The Broadway Garage. Tel. 2496. Austin main dealers.

EAST CROYDON.—L. F. Dove, Ltd., 111-115, Addiscombe Rd. Tel. Add: 3066. Austin main dealers.

EDGWARE (Middx).—Deansbrook Garage, Hale Lane. Tel. Edg. Hill 2244. Austin agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Austin agents.

EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-76, Pitt St., 3. Tel. 26287. Austin retail dealers.

ELY (Cambs).—Ely Service Motor Co., Lynn Rd., Tel. 2981. Austin main dealers.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Austin agents.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 9400. Austin agents.

EPSOM (Surrey).—Page Motors, Ltd., High St. Tel. Epsom 9691-2-3. Austin retail dealers.

EVESHAM (Worcs).—Victor A. Morrall, The Motor House, Broadway Rd. Tel. Evesham 6062. Austin retail dealer.

EWELL (Surrey).—A. W. Houghton, Ruxley Parade Garage, Kingston Rd. Tel. Ewell 5000. Austin agents.

EXETER.—P. Pike & Co., Ltd., Alphington St. Tel. 3051. Austin distributors.

FOLKESTONE (Kent).—Folkestone Motor Co., Ltd., 137, Sandgate Rd. Tel. Folkestone 51751-2. Austin main dealers.

GAMLINGAY (Cambridgeshire).—Alec Norman, 70, Church St. Tel. Gamlingay 226. Austin retail dealers.

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton. Tel. Great Ponton 251/2. Austin main agents.

GRAVESEND.—Spooner Motors, Ltd., The Grove. Tel. Gravesend 5256-7. Austin agents.

GRIMSBY.—Grimsby Motors, Ltd., Eleanor St., and St. Mary's Gate. Tel. Grimsby 5174-5. Austin distributors.

GRIMSBY.—W. R. Wood, Patrick Street Garage. Tel. 3594. Austin dealers.

GUILDFORD.—Jacksons Garage (Guildford), Ltd., 97, High St. Tel. Guildford 62545. Austin dealers.

HALIFAX.—Thomas Greenwood's Sons, Ltd., Horton St. Tel. 2261. Main agents for Austin private vehicles.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham 6041. Austin retail dealers.

HEMEL HEMPSTEAD (Herts).—Snoxalls Garage, Ltd., London Rd. Tel. Boxmoor 153-4. Austin agents.

HERTFORD (Herts).—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Tel. 2561. Austin main agents.

HILLINGDON (Middx).—Hillingdon Motors, Ltd., 325/7, Long Lane, Western Avenue. Tel. Uxbridge 412. Austin agents.

KING'S LANGLEY.—E. H. Macmillan, High St., and Central Garages. Tel. K.L. 2528 and 2601. Austin main agent.

KING'S LYNN.—Peter Guest, Ltd., Wootton Rd. Tel. 4129. Austin retail dealers.

KINGSTON VALE.—K.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. Kingston 8333. Austin agents.

LEICESTER.—Palmer & Ward, Ltd., Roundhill Garage, Stoughton Drive North. Tel. 36362. Austin retail dealers.

AUSTIN—*Continued*

LEYBURN (Yorks).—Metcalfes of Leyburn, Market Place. Tel. 2162/3. Austin retail dealers.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Austin dealers.

LIVERPOOL.—Voss Motors, Ltd., 42-44, Renshaw St. Tel. Royal 3665. Austin distributors.

LLANDILO (Carms).—Central Garages (Llandilo), Ltd., Rhosmaen St. Tel. Llandilo 2217. Austin main dealers.

LLANDRINDOD WELLS.—The Automobile Palace, Ltd., Tel. 2216-7-8. 100% Austin distributors Caernarvon, Denbigh, Flint, Merioneth, Montgomery, Brecon, Radnor and Anglesey.

LLANDUDNO.—Hutchison & Wilde, Ltd., Craig-y-don and Penrhyn Bay. Tel. 6542 and 29205. Austin main dealers.

LONDON, W.1.—Edgar Harrison, Ltd., 53, North Row, Park Lane. Tel. Mayfair 0402/3. Austin retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Great Portland St. Tel. Langham 3506. Austin agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Sq. Gro. 2563. Retail dealers.

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St., Gerrard 8600. Austin agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Austin agents.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St., Portman Sq. Welbeck 6899. Austin agents.

LONDON, W.2.—S. Morris & Company, 29-31, Edgware Rd., Marble Arch. Paddington 3075-6. Austin retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Austin agents.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 5665. Austin retail dealers.

LONDON, W.14.—Drayson Motors, Ltd., 1a, Hammersmith Rd., Kensington. Tel. Fulham 3425. Austin main dealers.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works, 8, Cubitt St. Tel. Terminus 4461. Retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 5588. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Tel. Padd. 0091. Austin dealers.

LONDON, N.W.1—H. A. Saunders, Ltd., 326/330, Euston Rd. Tel. Euston 4511. Austin agents.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Agents.

LONDON, N.W.4.—I. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon 1145. Austin Agents.

LONDON, N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon. 1286. Austin dealers. Spares. Personal service

LONDON, N.W.6.—Turner & Savage, Ltd., 140, Willesden Lane, Kilburn. Maida Vale 4681. Austin dealers.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Tel. Colindale 6154/5/6. Austin retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139/153, High St., Harlesden. Eig. 6256-8. Austin agents.

LONDON, N.W.11.—H. A. Saunders, Ltd., 140/144, Golders Green Rd. Tel. Speedwell 0011 for Austin cars.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley. Tel. Tudor 2251/2. Retail dealers.

LONDON, N.6.—R. Martin, 2-8, and 20, Highgate High St., Highgate. Mou. 5413-4. Austin retail dealer.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Tel. Mountview 2255. Austin agents.

LONDON, N.13.—Saul & Slatter, Ltd., 44-46, Aldermans Lane, Palmers Green 1205/7173. Austin dealers.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Palmers Green 6825. Austin direct dealers.

LONDON, N.15.—Tankard & Smith, Ltd., 226-232, High Rd., Tottenham. Tel. Sta. 3291. Austin retail dealers.

LONDON, N.16.—Hunters Motors, Ltd., Savoy House, 17, Stoke Newington Rd. Clissold 0051. Austin agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804/8, Green Lanes. Winchmore Hill, Laburnham 5961. Main dealers.

LONDON, N.22.—Ottley Motors, Ltd., 11, Crescent Rd., Alexandra Park. Bowes Park 4568. Austin dealers.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd. Stepney Green 4285. Austin dealers.

LONDON, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd., Forest Gate. Grangewood 0027/8/9. Main agents.

LONDON, E.11.—A. W. Storey (Motors), Ltd., 685, High Rd., Leytonstone. Tel. Ley. 6671-2. Austin agents.

LONDON, S.E.5.—Bloomfield Cars (Camberwell), Ltd., 92/110, Camberwell Rd. Tel. Rodney 3021. 2259. Austin agents.

LONDON, S.E.9.—Well Hall Rd. Garage, Well Hall Rd. Tel. Eltham 3954 and 1448. Austin retail distributors.

LONDON, S.E.12.—Bellamys (London), Ltd., 2, Burnt Ash Hill, Lee Green 4821. Austin retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale. Tel. Forest Hill 1938. Austin retail dealers.—Service

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

AUSTIN—*Continued*

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill. Tel. Brixton 2067. Austin retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Tel. Sloane 9288/9. Austin stocking dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 925-951, Fulham Rd., Fulham. Tel. Renown 2281. Austin dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65/69, Sternhold Ave., Streatham Hill. Tul. 6464 & 8182. Austin agents.

LONDON, S.W.4.—A. Owen, 72, Park Hill, Clapham. Tulse Hill 6297. Austin retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd. Tel. Frobisher 0063. Austin dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd. Tel. Ren. 4494-5. Austin agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Ken. 2468. Austin retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Agents.

LONDON, S.W.7.—Offord & Son, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Austin main dealers.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queens Gate Place. Tel. Western 4107. Austin agents.

LONDON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Rd., Kensington. Tel. Frobisher 8161. Austin retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton 4011. Austin agents.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction Batt. 5272. Austin retail dealers.

LONDON, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Tel. Battersea 6171. Austin dealers.

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., Beechcholme Garage, 39, Nightingale Lane, Battersea 4051/2. Austin agents.

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72, West Hill. Tel. Putney 7422. Austin dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Tel. Vandyke 1166. Austin direct trader.

LOUTH.—G. Harniess, Louth Motor Garage, Queen Street Place. Tel. 31. Austin area dealers.

MAIDSTONE (KENT).—Anstey's, Ltd., 30-34, Stone St., Tel. 4272 (3 lines). Austin main dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3525 and 3326. Austin retail dealers.

MANCHESTER, 13.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1343. Retail dealers.

MANCHESTER.—Lookers, Ltd., 5-35, Hardman St., Deansgate. Tel. Blackfriars 3606. Austin distributors.

NEWCASTLE-ON-TYNE, 1.—Murray & Charleton, Ltd., College Ave. Tel. 21511. Austin distributors.

NEWPORT PAGNELL.—Tickford, Ltd., Tel. Newport Pagnell, 29-30. Austin agents.

NUNEATON.—Abbey Service Garage, Church St. Tel. Nuneaton 2969. Austin retail dealers.

OLD COLWYN (N. Wales).—Meredith & Kirkham, Ltd. Tel. 5292/3. Austin main dealers.

PEEBLES.—Ramsay (Peebles), Ltd., Austin House Tel. 8366. Austin dealers.

PEMBROKE DOCK.—W. L. Silcox & Son, Water St. Tel. Pembroke Dock 43/249. Austin agents.

PORTSMOUTH.—Ernest Wyatt (Motors), Ltd., 10, Queens Rd. Tel. 2072 (3 lines). Austin agents.

REDHILL (SURREY).—John Chalmers & Sons, Ltd., Ladbroke Rd. Tel. 3951/4. Austin main dealers.

RICKMANSWORTH (HERTS).—G. Jones & Son (Rickmansworth), Ltd. Tel. 3101. Austin dealers.

ROTHERHAM.—J. Clayton & Sons, Westgate Tel. 3656. Austin main dealers.

SALISBURY.—W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. 2292-3. Austin distributors.

SANDERSTEAD (SURREY).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Austin agents.

SCUNTHORPE (Lincs).—Marshalls Garage (Scunthorpe), Ltd., Old Crosby. Tel. Scunthorpe 2891. Austin agents.

SHEFFIELD.—Bookless Bros.—Abbeydale Rd., South Dore. Tel. 70081. Austin main agents.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Tel. Foo 2132 & 2569. Austin main agents.

SKIPTON (Yorks).—Nicholas Smith's Garages, Ltd., Stirton. Tel. Skipton 634 and 635. Austin agents.

SLOUGH.—W. J. Sands & Sons, Ltd., 10a, William St. Tel. Slough 22798. Austin main agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. Austin agents.

SOLIHULL.—Solihull Motor Co., High St. Tel. Solihull 3028. Austin distributors.

SOUTHPORT.—Hattons (Southport), Ltd., 665-671, Lord St. Tel. Southport 2268. Austin distributors.

STAINES (Middx).—Dobsons, Ltd., Staines Bridge Tel. Staines 801. Austin main dealers.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Austin main agents.

AUSTIN—*Continued*

STONY STRATFORD.—The London Road Garage, & Watling Works. Tel. Stony Stratford 2114. Austin main dealers.

STOURBRIDGE (Worcs).—The Stour Valley Motor Co., Ltd., Hagley Rd. Stourbridge 5131 (4 lines). Main dealers.

SUNDERLAND.—Binns, Ltd., Union St. Tel. Sunderland 57651. Austin main dealers.

SUNDERLAND.—R. & J. Smith, Pallion Rd. Tel. 3303. Austin retail dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd. 29-31, High St. Tel. Kingston 1193/4. Austin retail dealers.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Austin dealers.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 519-525, St. John's Rd. Southborough 1000 (2 lines). Retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., 166, Stafford Rd. Tel. Wallington 2000/1. Austin distributors.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Austin retail agents.

WEST BROMWICH (Staffs).—Geo. H. Kendrick, Ltd., Beacon Garage, 20, Carters Green. Wes. 0778-9 (2 lines). Retail dealers.

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 648/656, London Rd. Southend 45222 3 4. Austin distributors.

WEST HARTLEPOOL.—Leeming Garages, Ltd., Hart Lane. Tel. Hartlepools 5264. Austin main dealers.

WEST WICKHAM (Kent).—West Wickham Garage, Ltd., 203, High St. Tel. Spring Park 2900. Austin dealers.

WOKING (Surrey).—Inkerman Motor Co., Hermitage Rd., St. Johns. Tel. Woking 1103. Austin retail dealers.

WORTHING.—J. Hollands, Ltd., Rectory Rd. Tel. Worthing 1090. Austin main agents.

BENTLEY

BIRMINGHAM.—P. J. Evans, Ltd., 81, 91, John Bright St. Midland 2911 (6 lines). Bentley Special retailers.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. 47471. Bentley distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5468, 5469. Bentley Special retailers.

GLASGOW, C.2.—The Clyde Automobile Co., Ltd., 100, Renfrew St. Tel. Douglas 0556/7. Bentley distributors.

HUDDERSFIELD (Yorks).—Rippon Bros., Ltd., Viaduct St. Tel. Hudds. 7070 (10 lines). Bentley distributors.

LONDON, W.1.—Jack Barclay, Ltd., Hanover Sq., Mayfair 7444 Berkeley Sq. Gros. 6611. Official retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens. Tel. Regent 7687. Bentley official retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St., Mayfair 5242. Retailers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Kensington 5477/8. Official Bentley specialists.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Bentley distributors.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus 2674/5. Bentley specialists.

NORTHAMPTON.—Grose Limited. Tel. 31682. Bentley distributors.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Bentley distributors.

BOND MINICAR

LONDON, N.W.6.—Raymond Way, Canterbury Rd., Kilburn. Mai. 6044. Bond Minicar distributor for North of Thames.

BRISTOL

BRISTOL.—Charles Cruickshank Motors, 16-18, Broad Quay, The Centre. Tel. 25280. Bristol distributors.

EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., 3. Tel. 26287. Bristol main agents.

GLASGOW.—James H. Galt, Ltd., 52, Woodlands Rd. Douglas 7596. Bristol distributors Scotland and Northern Ireland.

LEEDS, 1.—H. R. Martindale, Ltd., Harrison St., Briegate. Tel. 20114/5/6. Bristol distributors.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gro. 2565. Retail dealers.

LONDON, W.1.—University Motors, Ltd., Stratton House, 80, Piccadilly. Tel. Grosvenor 4141. Bristol distributors.

SURREY.—Anthony Crook Motors, Ltd., Caterham Hill. Tel. Caterham 2232/3. Bristol distributors.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St. Regent 7121. Buick concessionaires.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick House, 26b, Albemarle St. Tel. Regent 7121. Cadillac concessionaires.

CHEVROLET

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper Saint Martin's Lane. Tem 3581. Chevrolet distributors.

CHRYSLER

TAUNTON (Somerset).—Dunn's Motors, Ltd., 43-45, East St. Tel. Taunton 2607/8/9. Chrysler distributors.

CITROEN

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd. Tel. Amersham 514. Citroen main agents.

BATH.—Widcombe Garages, Ltd., Pulteney Rd. Tel. Bath 4865. Citroen distributors.

BIRMINGHAM 16.—Hunts (Birmingham), Ltd., 197/199, Hagley Rd., Edgbaston. Edgbaston 2921 (5 lines). Citroen retail dealers.

CHESHAM (Bucks).—G. Marshall & Sons, Ltd., Waterside. Tel. Chesham 64. Citroen distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 405. Citroen distributors.

FORMBY (Lancs).—H. Woodward & Son, Ltd., Altcar Works, By-Pass Rd. Formby 650 (4 lines). Citroen distributors.

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton. Tel. Gt. Ponton 251. Citroen distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5468, 5469. Citroen distributors.

HOVE, 3.—Prestwich (Hove), Ltd., 26-28, St. John's Rd. Tel. 54057-8. Citroen distributors.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Tel. Colindale 6134/5/6. Citroen distributors.

LONDON, S.W.3.—Shrimptons Motors, Ltd., 242/244, Old Brompton Rd. Tel. Kensington 9464. Citroen distributors.

MANCHESTER, 13.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1343. Retail dealers.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Citroen main agent.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401/4. Citroen distributors and service specialists.

SHREWSBURY.—Gatensbury Bros., Ltd., Column Garage. Tel. Shrewsbury 6272. Citroen distributors.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4343. Citroen distributors.

CONNAUGHT

SEND (SURREY).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 5122. Connaught distributors.

DAIMLER

ASHTON-UNDER-LYNE.—William Monk, Limited, Oldham Rd. Tel. Ashton 1808/9 and 1511. Daimler distributors.

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5056/9. Daimler area dealers.

BIRMINGHAM.—P. J. Evans, Ltd., 81, 91, John Bright St. Tel. Midland 2911 (6 lines). Daimler distributors.

CARDIFF.—Morsmith Motors, Ltd., 41-47, Frederick St. Tel. 30791/2. Daimler distributors.

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. 5579. Daimler distributors.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel. Halifax 2944 (7 lines). Daimler main agents.

LEIGH-ON-SEA (Essex).—Eastern Automobiles (Southend), Ltd. 1163/7. London Rd. Tel. 75464. Daimler distributors.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Chapel Close, Gloucester Place Padd. 0991. Daimler dealers.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Daimler retail dealers.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard 2962. Daimler agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 140, Deansgate. Tel. Deansgate 4795/6. Daimler retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Daimler main dealers.

NANTWICH (Ches.).—Peppers Garage (Nantwich), Ltd., London Rd. Tel. 5591. Daimler distributors.

NORTHAMPTON.—Northampton Motor Services Ltd., Pike Lane, Marefair. Tel. 51576. Daimler distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane 22896 and 22625. Distributors.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9. Daimler agents.

ST. ALBANS.—Marlboro Motors (St. Albans), Ltd., London Rd. Tel. 1570-1. Daimler distributors.

SUNDERLAND.—Binns, Ltd., Union St. Tel. Sunderland 57651. Daimler distributors.

SWINDON (Wilts).—Sturray's, Ltd., 50/52, High St. Tel. Swindon 2266/7. Daimler main dealers.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 7591/2. Daimler distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage) Ltd., 12, London Rd. Tun. Wells 1428. Distributors.

YEOVIL (Somerset).—W. Sparrow & Sons, Ltd., Osborne Garage. Tel. Yeovil 2181/2. Daimler main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

DELLOW

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd., London and South-Eastern Counties, Dellow distributors.

DODGE

LONDON, S.W.12.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. Tel. Balham 2254. Dodge distributors.

FORD

ALPERTON.—Dagenham Motors, Ltd., 374, Ealing Rd. Tel. Perivale 3585. Ford main dealers.

ALTRINCHAM.—H. & J. Quick, Ltd., Hale Road Bridge. Tel. Altrincham 2275. Ford main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd. Tel. Amersham 514. Ford retail dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Pristol St. Tel. Midland 5861. Ford main dealers.

BROMLEY (Kent).—Soanes & Dunn, Ltd., 93, Masons Hill. Tel. Ravensbourne 4064. Ford main dealers.

BURY.—H. & J. Quick, Ltd., 270, The Rock. Tel. Bury 1304. Ford main dealers.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1800. Ford dealers.

CARDIFF.—A. E. Harris, Ltd., 10-11, Castle St. Tel. Cardiff 26551 (5 lines), 26341. Ford main dealers.

CARLISLE.—County Garage Co., Ltd., Lowther St. Tel. 2434/5/6. Ford main dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Tel. 482/3. Ford main agents.

CARMARTHEN.—Eddie Stephens Motors, 22-23, Water St. Tel. 233. Ford retail dealers.

CHEADLE (Ches).—H. & J. Quick, Ltd., Wilmslow Rd. Tel. Gatley 4232. Ford main dealers.

CONSETT.—Atkinson & Browell, Ltd., Plaza Buildings, Consett. Tel. Consett 137 & 785. Ford main dealers.

DUMFRIES.—MacKnight (Motors), Ltd., York Place. Tel. 1621/22. Service Station 1625. Ford main dealers.

EDINBURGH.—Alexanders of Edinburgh, Ltd., Semple St. Tel. 25131. Ford main dealers.

EPSOM.—The Farm Garage, Ltd., 28, Church St. Tel. Epsom 1456/7. Ford main dealers.

EVERCREECH (Som).—R. Whitehead & Son. Tel. 11. Ford area dealers.

FOLKESTONE.—F. H. Peacock, Ltd., 104, Foord Rd. Tel. Folkestone 51222. Ford main dealers.

FORFAR (Angus).—A. T. Mungall, Ltd., 167-9, Castle St. Tel. Forfar 551. Ford main dealers.

GRANTHAM.—Grantham Motor Co., Ltd., London Rd. Tel. 578/9. Ford main dealers.

GUILDFORD.—Coombs Service Station, By-Pass Rd. Tel. 62962 3/4. Ford main dealers.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Ford main dealers.

HIGH WYCOMBE.—Tillons Garage, Priory Rd. Tel. High Wycombe 525. Ford retail dealers.

HULL.—Harbour Motors, Ltd., 172, Anlaby Rd. Tel. Hull 15500. Ford main dealers.

KILMARNOCK.—The Dunlop Motor Co., Ltd., 30, Grange St. Tel. 1277-8. Ford dealers.

KNUTSFORD (Cheshire).—Knutsford Motors, Ltd., 234 (4 lines). Also at Stoke-on-Trent and Chester. Main dealers.

LIVERPOOL 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (3 lines). Ford dealers.

LONDON, W.1.—Dagenham Motors, Ltd., 56, Park Lane. Tel. Reseent 4866. Ford main dealers.

LONDON, W.1.—Hensert & Mills, Ltd., 75, St. Portland St. Tel. Langham 3506. Ford agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2565. Retail dealers.

LONDON, W.2.—S. Morris & Company, 29-31, Edgware Rd., Marble Arch. Paddington 3075-6. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Tel. Acorn 3224. Ford retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 3665. Ford retail dealers.

LONDON, W.8.—J. Davy, 180-2, Kensington High St. Tel. Western 9641. Ford main agents.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bay. 4274. Ford retail dealers.

LONDON, N.W.2.—Bradbury of Cricklewood, Ltd., Edgware Rd. Tel. Glad. 1194-6. Ford main dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 55, High St., Hampstead. Ham. 6081. Agents.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Tel. Elg. 6256/8. Ford agents.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301. Ford agents.

LONDON, N.12.—W. Harold Perry, Ltd., 279, Ballards Lane, Finchley, Hillside 4444/9. Ford main dealers.

LONDON, N.22.—Ottley Motors, Ltd., 11, Crescent Rd., Alexandra Park. Bowes Park 4568. Ford dealers.

LONDON, E.11.—A. W. Storey (Motors), Ltd., 683, High Rd., Leytonstone. Tel. Ley. 6671-2. Ford dealers.

FORD—*Continued*

LONDON, S.E.6.—Dagenham Motors, Ltd., 8, Bangley Rd., Catford. Tel. Hither Green 4821. Ford main dealers.

LONDON, S.E.9.—Well Hall Rd. Garage, Well Hall Rd. Tel. Eltham 3834 and 1448. Ford retail distributors.

LONDON, S.E.12.—Bellamys (London), Ltd., 2, Burnt Ash Hill. Lee Green 4821. Ford retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., Lowndes Square, Knightsbridge. Sloane 1353, 1709. Ford main dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Tel. Sloane 9268-9. Ford stocking dealers.

LONDON, S.W.2.—Adlards Motors, Ltd., 43, Acre Lane, Brixton. Tel Brixton 6451. Ford main dealers.

LONDON, S.W.3.—Tankard & Smith, Ltd., 194-196, King's Rd. Tel. Flaxman 4801/3. Ford retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd. Tel. Frobisher 0065. Ford dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fremantle 8401/2. Ford retail dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923, Fulham Rd., Renown 2261. Ford retail dealers. Satisfaction guaranteed.

LONDON, S.W.6.—Tanner Bros., Motors, Ltd., 871-5, Fulham Rd. Tel. Ren. 4494/5. Ford agents.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Ken. 2468. Ford retail dealers.

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queens Gate Place. Tel. Western 4107. Ford agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3563/4. Ford retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gardens, Brixton 4011. Ford agents.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. Lib. 4611. Ford main dealers.

LUTON (Beds).—Luton Motor Co., Ltd., 326-340, Dunstable Rd. Tel. 5715/5714. Ford main dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3525 and 3526. Ford retail dealers.

MANCHESTER, 13.—Manchester Garages, Ltd., Oxford Rd. Tel. Rusholme 1456. Ford main dealers.

MANCHESTER, 16.—H. & J. Quick, Ltd., Chester Rd., Old Trafford. Tel. Trafford Park 2201. Ford main dealers.

NEWARK (Notts).—Brooks Motor Co. (Newark), Ltd., Castlegate and Farndon Rd. 1152/3 and 669, Main dealers.

RUISLIP (Middx).—Ruislip Garages, 128, High St. Tel. Ruislip 2500 (our only address). Ford retail sub-dealers.

SURREY.—Anthony Crook Motors, Ltd., Caterham Hill. Tel. Caterham 2232/3. Ford agents.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Ford dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury Tel Arnold 4567. Ford retail agents.

WOLVERHAMPTON.—B. Billingham, Ltd., 18, Cleveland St. Tel. 20232 (3 lines). Ford main dealers.

WOODFORD, E.18.—Frank G. Gates, Ltd., Gates Corner. Tel. Wanstead 2233 (5 lines). Ford main dealers.

WORCESTER.—T. J. Daniel, Ltd., The Motor House, Bath Rd. Tel. 6261. Ford main dealers.

FRAZER NASH

LONDON.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. Manufacturers of Frazer Nash cars.

HEALEY

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5488, 5489. Healey distributors.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Deansgate 4795/6. Healey distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane, Marefair. Tel. 31378. Healey distributors.

HILLMAN

ABERGAVENNY (Mon).—The Abergavenny Motor Co. (1919), Ltd., Monmouth Rd. Tel. 540/541. Hillman main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd. Tel. Amersham 514. Hillman retail dealers.

BARNET.—Hadley Green Garage, Ltd. Tel. Barnet 0910/0332 5968. Hillman main dealers.

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591-2. Hillman main agents.

BLACKPOOL.—Kirbys, Ltd. Tel. Blackpool 23485. Hillman distributors.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. Bristol 20051 (10 lines). Hillman distributors.

BROMLEY.—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common. Tel. Hurstway 1262. Hillman main dealers.

BURTON-ON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon Street Garage. Tel. 2436. Hillman main dealers.

BURY (Lancs).—P. & E. Finney, Ltd., 82-86, Bolton St. Tel. Bury 3206. Hillman retail dealers.

HILLMAN—*Continued*

BUXTON.—G. W. Hodgkinson & Sons, 9, Scarsdale Pl. Tel. Buxton 96. Hillman main dealers.

CHELTENHAM (Glos.).—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 5895/6. Hillman distributors.

COVENTRY.—Martin's Garage, London Rd. Tel. Toll Bar 3169. Hillman retail dealers.

CROYDON.—Manton Motors, Ltd., 25-27, 37-39, Shirley Rd. Addiscombe 6051/2/3/4. Hillman main dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600-4632. Hillman main dealers.

EDINBURGH.—James Ross & Sons (M.), Ltd., Lochrin. Tel. Fou. 1555. Hillman distributors.

ELY (Cambs.).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2361. Hillman main dealers.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Tel. Erith 3000. Hillman agents.

EVESHAM (Worcs.).—Victor A. Morrall, The Motor House, Broadway Rd. Tel. Evesham 6062. Hillman main dealer.

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. 3579. Hillman retail dealers.

FLEET (Hants).—Station Garage, F. Maitre, M.I.M.I., 22, Fleet Rd. Tel. Fleet 115. Hillman retail dealers.

GLASGOW, S.E.—James B. Rolinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Hillman retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (5 lines). Hillman distributors.

HARROW (Middx.).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wor. 5656. Hillman retail dealers.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Hillman distributors.

HAVERFORDWEST.—James Parry, County Motors. Dew St. Tel. 122. Hillman retail dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Hillman distributors.

HYTHE (Kent).—H. F. Edwards & Co., Ltd., Seabrook Rd. Tel. Hythe 67311. Hillman agents.

ILFRACOMBE (Devon).—Hancocks (Motors), Ltd., Broad St. Tel. Ilfracombe 182-3. Hillman area dealers.

KINETON (Warwicks.).—Kineton Garage, Ltd., Warwick Rd. Tel. Kineton 312. Hillman main agents.

KINGSWOOD.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach, Burgh Heath 4655. Hillman stocking dealers.

LIVERPOOL.—Kirbys, Ltd. Tel. Royal 3567. Hillman distributors.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 3665. Hillman retail dealers.

LONDON, N.W.3.—White Bear Garage, 15, Heath St., Hampstead. Tel. Hampstead 5275. Hillman main agents.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tel. Tottenham 8811/5. Hillman main dealers.

LONDON, E.1.—Zenith Motor Engineering Works, Ltd., 591, Commercial Rd. Stepney Green 4285. Hillman dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 1820/1. Hillman main dealers—spares, service.

LONDON, S.E.10.—Alpha Motors, Ltd., Perseverance House, Woolwich Rd. Hillman retail dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 1585 (5 lines). Hillman retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel Syd 5123-4. Hillman (Minx) dealers.

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., Fulham. Tel. Renown 2281. Hillman dealers

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Hillman main agents.

LONG EATON.—Lindley's Garage, Ltd., Tamworth Rd. Tel. 459. Hillman main dealers.

MAIDENHEAD (Berks).—Sawfords Garage, Braywick. Tel. Maidenhead 724. Hillman agents.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

NEWQUAY (Cornwall).—The Clock Garage (Cornwall), Ltd., Summercourt. Tel. Mitchell 252. Hillman main dealers

OXFORD.—Taylors of Oxford (Motors), Ltd., New Rd. Tel. Oxford 3381. Hillman distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd. Tel. Plymouth 3005/5, Hillman distributors

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 5185, 5186, 5187. Hillman agents.

RUISLIP (Middx.).—Ruislip Garages, 128, High St. Tel. Ruislip 2500. (Our only address.) Hillman main dealers.

SALOP.—James Garages Ltd., Church Stretton. Tel. Church Stretton 27 and 304. Hillman main agents.

SHEFFIELD, 11.—E. H. Pickford & Co., Ltd., Crescent Works, Ecclesall Rd. 62444 (4 lines). Hillmar distributors.

SHIPSTON-ON-STOUR.—V. W. Davies & Son, Ltd., Church St. Tel. 3. Hillman dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

HILLMAN—*Continued*

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22594. Hillman dealers.

SOUTHPORT.—Kirbys, Ltd. Tel. Southport 4158. Hillman distributors.

SOUTHSEA (Hants).—E.M.A., Ltd., Tudor House, Grove Rd. South. Tel. Portsmouth 2168. Hillman distributors.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121/4. Hillman main dealers.

TAUNTON (Somerset).—Dunn's Motors, Ltd., 43-45, East St. Tel. Taunton 2607/8/9. Hillman distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant. Tunbridge Wells 3494. Hillman distributors.

TUNBRIDGE WELLS.—St. Johns Motor Co., Ltd., 62/64, St. Johns Rd. 20619. Hillman (Minx) agents.

WALSALL.—Abbotts Garages (Walsall), Ltd., Hollyhedge Lane. Tel. Walsall 2806. Hillman main dealers.

WEST BROMWICH.—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green. West Bromwich 0352. Main agents.

WETHERBY.—Sandbeck Motors, Ltd., Automobile Engineers and Agents, Deighton Rd. Tel. 129. Hillman main agents.

WIGAN.—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281-2. Hillman retail dealers.

WIMBLEDON, S.W.19.—The Modern Service Garage (Modern Service (Wim.), Ltd.), High St., 5155 (5 lines), Main distributing dealers.

WOKING (Surrey).—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1262. Hillman main dealers.

HOTCHKISS

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Sole concessionaires.

H.R.G.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Sole distributors London, Home Counties.

HUMBER

ABERGAVENNY (Mon).—The Abergavenny Motor Co. (1919), Ltd., Monmouth Rd. Tel. 540/541. Humber main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd. Tel. Amersham 514. Humber retail dealers.

BARNET.—Hadley Green Garage, Ltd. Tel. Barnet 0910-0332-5968. Humber main dealers.

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591-2. Humber main agents.

BLACKPOOL.—Kirbys, Ltd. Tel. Blackpool 23485. Humber distributors.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. Bristol 20031 (10 lines). Humber distributors.

BROMLEY.—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common. Tel. Hurstway 1262. Humber main dealers.

BURTON-ON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon Street Garage. Tel. 2838. Humber main dealers.

BURY (Lancs).—P. & E. Finney, Ltd., 82-86, Bolton St. Tel Bury 5206. Humber retail dealers.

BUXTON.—G. W. Hodgkinson & Sons, 9, Scarsdale Place. Tel. Buxton 96. Humber main dealers.

CHELTENHAM (Glos.).—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 5695-6. Humber distributors.

COVENTRY.—Martin's Garage, London Rd. Tel. Toll Bar 3169. Humber retail dealers.

CROYDON.—Manton Motors, Ltd., 23-27, 37-39, Shirley Rd. Tel. Addiscombe 6051-2-3-4. Humber main dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Tel. Croydon 4600-4632. Humber main dealers.

EDINBURGH.—James Ross & Sons (M.I., Ltd., Lochrin. Tel. Fou. 1555. Humber distributors.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 29-50, Upper High St. Tel. Epsom 9400. Humber agents.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Tel. Erith 3090. Humber agents.

EVESHAM (Worcs).—Victor A. Morrall, The Motor House, Broadway Rd. Tel. Evesham 6062. Humber main dealer.

GLASGOW, S.E.—James B. Rollinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Humber retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (3 lines). Humber distributors.

GRIMSBY.—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. Humber main dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Tel. Wor. 5656. Humber retail dealers.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet By-Pass. Tel. Hatfield 2711. Humber distributors.

HAVERFORDWEST.—James Parry, County Motors, Dew St. Tel. 122. Humber retail dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 3044. Humber distributors.

KINETON (Warwicks).—Kineton Garage, Ltd., Warwick Rd. Tel. Kineton 312. Humber main agents.

HUMBER—*Continued*

KINGSWOOD.—Warren Motors & Kingswood Hire Service Ltd., Station Approach, Burgh Heath 4855. Humber stocking dealers.

LIVERPOOL.—Kirbys, Ltd. Tel. Royal 5567. Humber distributors.

LONDON, N.W.3.—White Bear Garage, 15, Heath St., Hampstead. Tel. Hampstead 5273. Humber main agents.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tel. Tottenham 8811-3. Humber main dealers.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Humber dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 1630-1. Humber main dealers. Spares, service.

LONDON, S.E.15.—Carria Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585 (5 lines). Humber retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. Syd. 5123-4. Humber dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Ken. 2468. Humber retail dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Humber main agents.

LONG EATON.—Lindley's Garage Ltd., Tamworth Rd. Tel. 459. Humber main dealers.

MAIDENHEAD (Berks).—Sawfords Garage, Braywick. Tel. Maidenhead 724. Humber agents.

MANCHESTER, 13.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1343. Retail dealers.

OXFORD.—Laytons of Oxford (Motors), Ltd., New Rd. Tel. Oxford 5361. Humber distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd. Tel. Plymouth 3003-5. Humber distributors.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 3185, 3186, 3187. Humber agents.

RUISLIP (Middx).—Ruislip Garages, 128, High St. Tel. Ruislip 2500 (our only address). Humber dealers.

SALOP.—James Garages, Ltd., Church Stretton. Tel. Church Stretton 27 and 304. Humber main agents.

SHEFFIELD, 11.—E. H. Pickford & Co., Ltd., Crescent Works, Ecclesfield Rd. Tel. 62444 (4 lines). Humber distributors.

SHIPSTON-ON-STOUR.—V. W. Davies & Son, Ltd., Church St. Tel. 3. Humber dealers.

SOUTHPORT.—Kirbys, Ltd. Tel. Southport 4158. Humber distributors.

SOUTHSEA (Hants).—E.M.A., Ltd., Tudor House, Grove Rd. South. Tel. Portsmouth 2168. Humber distributors.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121-4. Main dealers.

TAUNTON (Somerset).—Dunn's Motors Ltd., 43-45, East St. Tel. Taunton 2607-8-9. Humber distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494. Humber distributors.

WALSALL.—Abbotts Garages (Walsall), Ltd., Hollyhedge Lane. Tel. Walsall 2806. Humber main dealers.

WARRINGTON (Lancs).—Percy Duckworth, Ltd., 44-48, Winwick Street. Tel. Warrington 3636. Humber main dealers.

WEST BROMWICH.—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green. West Bromwich 0352. Main agents.

WETHERBY.—Sandbeck Motors, Ltd., Automobile Engineers & Agents, Deighton Rd. Tel. 129. Humber main agents.

WIGAN.—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281-2. Humber retail dealers.

WIMBLEDON, S.W.19.—The Modern Service Garage (Modern Service (Wim.), Ltd.), High St. 5155 (5 lines). Main distributing dealers.

WINDSOR.—Martins of Windsor, St. Leonard's Rd. Tel. 549. Humber distributors.

WOKING (Surrey).—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1262. Humber main dealers.

JAGUAR

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Jaguar main agents.

BIRMINGHAM.—Broad Street Motors (P. J. Evans, Ltd.), 192, Broad St. Tel. Midland 1271. Jaguar distributors.

BLACKBURN (Lancs).—Whalley Bros., Ltd., Malestir Showroom, Town Hall St. Tel. 7738. Jaguar agents.

BRENTFORD (Middx).—Leonard Williams & Co (1940) Ltd., Packard Building, Gt. West Rd., Ealing 5400. Dealers.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Jaguar agents.

COLLINS GREEN (Lancs).—Hawthorns Motor Co., Penny Lane. Tel. Newton Le Willows 2356. Jaguar agents.

COVENTRY.—S. H. Newsome & Co., Ltd., Corporation St. Tel. 5061. Jaguar distributors.

DERBY.—Sanderson & Holmes Ltd., London Rd. Tel. 47471. Jaguar distributors.

EASTBOURNE.—Willetts (Eastbourne), Ltd., 85-7 South St. Tel. 1970. Jaguar area dealers.

JAGUAR—*Continued*

EPSOM (Surrey).—Page Motors, Ltd., High St. Tel. Epsom 2891-2-3. Jaguar area dealers.

GRIMSBY.—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. Jaguar distributors.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel. Halifax 5944 (7 lines). Jaguar main agents.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Jaguar retail dealers.

LONDON, W.1.—Lex Garages, 2, Lexington St. Gerrard 8600. Jaguar agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Jaguar agents.

LONDON, N.15.—Saul & Slatter, Ltd., 44-46, Alderman's Lane, Palmers Green 1205/7175. Jaguar area dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham, Stamford Hill 6090. Jaguar agents.

LONDON, E.7.—R. F. Powell (Motors), Ltd., 521, Romford Rd. Tel. Maryland 4815. Jaguar area dealers.

LONDON, S.E.13.—Birds Automobiles, 116, High Rd., Lee Green 1072. Jaguar area dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Jaguar main agents.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Jaguar main dealers.

NORTHAMPTON.—Grose, Ltd. Tel. 31682. Jaguar distributors.

PRESTON (Lancs).—Jaguar House, Blackpool Rd. Tel. 86555. Jaguar distributors.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401/4. Jaguar sales and service specialists.

REDDITCH.—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Jaguar area dealers.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22594. Jaguar main dealers.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4545. Jaguar main agents.

SUNDERLAND.—Binns, Ltd., Union St. Tel. Sunderland 57651. Jaguar main dealers.

SWINDON (Wilts).—Skurray's, Ltd., 30-32, High St. Tel. Swindon 2266/7. Jaguar main dealers.

TORQUAY.—South Devon Garages, Ltd., Market St. Tel. 2223. Jaguar distributors.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Jaguar main dealers.

WEMBLEY.—Wembley Court Motors, High Rd., Wembley 8787/8. Service Station, Arnold 1154/5. Jaguar main agents.

YEOVIL (Somerset).—W. Sparrow & Sons, Ltd., Osborne Garage. Tel. Yeovil 2181-2. Jaguar main agents.

JOWETT

ABERDEEN.—Holburn Motors, Ltd., 515, Holborn St. Tel. Aberdeen 24574 (2 lines). Jowett main agents.

ASHFORD (Kent).—C. Hayward & Son, 40-46, New St. Tel. Ashford 554 (8 lines). Jowett distributors.

BECKENHAM (Kent).—Cooter & Green, Eden Park Garage, 485, Upper Elmers End Rd. Bec 2565. Main agents.

BIRMINGHAM, 18.—Frank Moseley (A. S. & S.), Ltd., Steward St., Spring Hill. Edg. 0916. Jowett area dealers.

BOLTON.—Brockbank & Baxter, Ltd., Crompton Way Garage. Tel. Bolton 5455. Jowett main agents.

BRADFORD.—Grosvenor Garage (Bradford), Ltd., Grosvenor Rd. Tel. 25081 (6 lines). Jowett main agents.

BRADFORD.—L. G. Mason (Bradford), Ltd., The Fleet Garage, Killinghall Rd. Tel. 64411, 64212. Main agents.

CARLISLE.—J. J. Armstrong, Ltd., Denton Garage, Thomas St. Tel. Carlisle 1163. Jowett Javelin main agents.

CARMARTHEN.—Western Motors (Carmarthen), Ltd., Riverside. Tel. Carmarthen 7496-7. Jowett main agents.

COVENTRY.—P. Blamire, Queen Road Garage. Tel. 5424. Jowett main agents.

CROYDON.—Carr Bros. Garages, Ltd., Hill St., Purley. Tel. Uplands 4811/3. Jowett agents.

CROYDON.—Godfreys, Ltd., 228-254, London Rd. Tel. Croydon 3641/2. Jowett main dealers.

DUNDEE.—William Devlin, 188, Perth Rd. Tel. 5066. Jowett main agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Jowett agents.

FALMOUTH.—Pollard's Garage, Dracaena Avenue. Tel. Falmouth 265. Jowett main agents.

HALIFAX.—Carlton Autocars (Hx.), Ltd., Carlton St. Tel. 5665/6. Main agents for Jowett cars.

HARROW.—Buntings Motor Exchange (Harrow), Ltd., Bonnersfield Lane. Tel. Harrow 6225/6. Jowett (Javelin) distributors.

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd. Tel. Horley 17. Jowett distributors.

KING'S LYNN.—Peter Guest, Ltd., Wootton Rd. Tel. 4129. Jowett main agents.

KINGSTON-ON-THAMES (Surrey).—G. W. Wilkin, Ltd., 1, Weston Park. Tel. Kin. 2241. Jowett main agents.

KIRKHAM (Lancs).—J. S. Ramsbottom (Kirkham), Ltd., Highgate Garage. Tel. 3277 and 2235. Jowett main agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

JOWETT—*Continued*

LIVERPOOL, 1.—Carr's Motors, 20/22, Hardman St. Tel. Royal 5141-2-3-4. Jowett main agents.

LONDON, W.1, H. M. Bentley & Partners, Ltd., 9, Albemarle St. Tel. Gro. 5551. Jowett main agents.

LONDON, W.1.—Godfreys, Ltd., 201, Gt. Portland St. Tel. Euston 4644. Jowett main dealers.

LONDON, N.17.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd. Tot. 1906/7553. Main agents.

LONDON, S.W.1.—Wimbush & Co., Ltd., Abbey House, Victoria St. Abbey 6896. Jowett (Javelin) main agents.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Jowett distributors.

MANCHESTER, 3.—Tom Mellor, Ltd., Deansgate House, 274, Deansgate. Te., Deansgate 6181/2. Jowett main agents.

NORTHAMPTON.—Butcher's Garage, Kettering Rd. Tel. 2459. Jowett main agents.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Jowett main agent.

RHOS-ON-SEA.—Service Garage, Llandudno Rd. Tel. Colwyn Bay 4430. Jowett main agents.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2063/4. Jowett distributors.

SALFORD, 3.—Tom Mellor, Ltd., 272-280, Chapel St. Tel. Deansgate 4856. Jowett main agents.

SCUNTHORPE (Lincs).—Marshalls Garage (Scunthorpe) Ltd., Oxd Crosby. Tel. Scunthorpe 2891. Jowett distributors.

SHEFFIELD, 1.—Hallamshire Tyre & Motor Co., Ltd., Broad Lane. Sheffie.d 25048/9. Jowett main agents.

SUNDERLAND.—Wilson's Garage (Sunderland), Ltd., Dixons Square, Roker Avenue. Tel 2268. Jowett main agents.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 7591/2. Jowett main agents.

WEYMOUTH.—Nicholson Motors, Ltd., 172, Dorchester Rd. Tel. 90. Jowett main agents.

WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4434. Jowett agents.

YEOVIL, Somerset.—W. Sparrow & Sons, Ltd., Osborne Garage. Tel. Yeovil 2181/2. Jowett main agents.

KAISER

GLASGOW, C.4.—St. George's Motors (Glasgow), Ltd., 128, New City Rd. Douglas 2744/5. Kaiser distributors.

LONDON, S.E.5.—Steele Griffiths, Ltd., Camberwell Green. Tel. Rodney 8201. Sole concessionaires Kaiser cars.

LAGONDA

DORKING, Surrey.—Pippbrook Garage, London Rd. Tel. Dorking 5891. Lagonda official agents.

LONDON, S.W.7.—Harold Radford & Co., Ltd. Melton Court, South Kensington. Ken. 6642. Main agents.

SWANSEA, Glam.—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152/5. Lagonda area dealers.

LANCHESTER

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5058/9. Lanchester area dealers.

BIRMINGHAM.—P. J. Evans, Ltd., 81, 91, John Bright St. Tel. Midland 2911 (6 lines). Lanchester distributors.

CARDIFF.—Morgsmith Motors, Ltd., 41-47, Frederick St. Tel. 30791/2. Lanchester distributors.

EXETER.—Torquay Motors, Ltd., Topsham Rd. Tel. 5579. Lanchester distributors.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel. Halifax 5944 (7 lines). Lanchester main agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60/62, Queenstown Rd. Tel. Macaulay 3565/4. Lanchester retail dealers.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns., Brixton 4011. Lanchester agents.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 3962. Lanchester agents.

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Deansgate 4795/6. Lanchester retail dealers.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401/2. Lanchester main dealers.

NANTWICH, Ches.—Peppers Garage (Nantwich), Ltd., London Rd. Tel. 5591. Lanchester distributors.

NORTHAMPTON.—Northampton Motor Services, Ltd., Pike Lane, Marefair. Tel. 31378. Lanchester distributors.

SHEFFIELD, 1.—Central Motors (Sheffield), Ltd., West St. and Bailey Lane. 22898 and 22625. Distributors.

SUNDERLAND.—Binns, Ltd., Union St. Tel. Sunderland 57651. Lanchester distributors.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 7591/2. Lanchester distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garages), Ltd., 12, London Rd. Tun. Wells 1425. Distributors.

LANCIA

WEMBLEY.—Lancia (England), Ltd., Lancia Works, Ealing Rd., Alperton. Perivale 5656. Sole Lancia concessionaires.

LEA-FRANCIS

MANCHESTER, 3.—J. C. Alexander, Ltd., 190, Deansgate. Tel. Deansgate 4795/6. Lea-Francis distributors.

SHEFFIELD, 1, and South Yorkshire.—Hallamshire Tyre & Motor Co., Ltd., Broad Lane. Sheffie.d 25048-9. Distributors.

M.G.

ASHFORD, Kent.—C. Hayward & Son, 20-46, New St. Tel. Ashford 334 (8 lines). M.G. agents.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. M.G. agents.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1800. M.G. dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 405. M.G. distributors.

CROYDON.—Carr Bros. Garages, Ltd., Hill St., Purley. Tel. Uplands 4011-3. M.G. agents.

DARTFORD, Kent.—John C. Beadle, Ltd., Spital St. Tel. Dartford 5067. M.G. area dealers.

EPSOM, Surrey.—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 9400. M.G. agents.

GRIMSBY.—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. M.G. distributors.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. M.G. retail dealers.

LEAMINGTON SPA.—Moss's Agencies, Ltd., 7/13, High St. Tel. Leamington Spa 67. M.G. distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. Tel. 30591. M.G. distributors.

LIVERPOOL, 13.—The Rocket Motor Co., Ltd., Queens Drive Broad Green, Stoneycroft 6424/5. Area dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41/42, Hays Mews, Berkeley Square. Gro. 2565. Retail dealers.

LONDON, W.1.—University Motors, Ltd., Stratton House, 80, Piccadilly. Tel. Grosvenor 4141. M.G. distributors.

LONDON, S.W.5.—Tankard & Smith, Ltd., 194-198, Kings Rd. Tel. Flaxman 4901-5. M.G. retail dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. M.G. dealers.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874/5. M.G. agents.

NEWCASTLE-ON-TYNE.—A. Smart (Newcastle), Ltd., College Ave. Tel. 25259. M.G. distributor.

WALLINGTON (Surrey).—Jack Rose, Ltd., 8, Stafford Rd. Tel. Wallington 6677. M.G. dealers.

MINERVA

LONDON, W.2.—Hyde Park Garage, 67, Bayswater Rd. Tel. Paddington 4055. Minerva sole concessionaires

MORGAN

LIVERPOOL, 1.—Carr's Motors, 20-22, Hardman St. Tel. Royal 5141-2-3-4. Morgan distributors.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Tel. Langham 7755. Morgan distributors.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301. Morgan distributors.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, Batt. 5272. Retail dealers.

NORWICH.—John L. Pointer, The Garage, Aylsham Rd. Tel. Norwich 20054. Morgan main agent.

PARKSTONE, Dorset.—Hunham's, Ltd., Penn Hill Garage. Tel. Parkstone 2. Morgan dealers.

MORRIS

ACTON.—Stewart & Ardern, Ltd., Administrative Headquarters, Morris House, The Vale. Tel. Sbe 5130. Morris sole London distributors.

ALRESFORD, Hants.—Hankin's, Ltd., 47, West St. Tel. Alresford 26. Morris area dealers.

ASHFORD, Kent.—C. Hayward & Son, 20-46, New St. Tel. Ashford 334 (8 lines). Morris agents.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd. Tel. Bedford 66221. Morris distributors.

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197/199, Hagley Rd., Edgbaston. Edgbaston 2921 (3 lines). Morris retail dealers.

BLAKENEY, Norfolk.—Pyes Garage (Blakeney), Ltd. Tel Cley 529. Morris retail dealers.

BOSTON, Lincs.—Holland Bros., Ltd., Bargate. Tel. Boston 225/226. Morris distributors.

BRADFORD & DISTRICT.—Eric S. Myers, Ltd., "No Worry" Depots, Manningham Lane, Bradford. 25591. Distributors.

BRIDGWATER.—Real, Medland & Wills, Ltd. Tel. 2639. Morris area dealers.

BURNHAM-ON-CROUCH, Essex.—Crouch Engineering Co. (Burnham-on-Crouch), Ltd. Tel. Burnham-on-Crouch 2130. Morris main dealers.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Morris agents.

BURY ST. EDMUNDS.—T. H. Nice & Co., Ltd., Abbeygate St. Tel. Bury St. Edmund's 601-602. Morris distributors.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1800. Morris dealers.

CAMPDEN (GLOS.).—F. W. Cutts & Co., Motor Engineers. Morris area dealers.

CARMARTHEN.—Eddie Stephens Motors, 22-23, Water St. Tel. 233. Morris retail dealers.

CASTLE BROMWICH (Nr. B'HAM).—Castle Bromwich Garage, 278, Chester Rd. Tel. 2080. Morris retail dealers

CATFORD.—Stewart & Ardern, Ltd., Morris House, 200 Bromley Rd. Hit. 4482. Morris sole London distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 405. Morris retail dealers.

COLWYN BAY.—Braid Bros., Ltd., Abergele Rd. Tel. 2264-5. Morris distributors

MORRIS—*Continued*

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green. Tho. 1152. Morris sole London distributors.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. Dartford 5067. Morris distributors.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave., and 1, Folkestone Rd. 129/41. Agents.

DUDLEY.—Whittingham & Co., Ltd., The Broadway Garage. Tel. 2496. Morris main dealers.

DUNDEE.—James B. Tyrie, Wellington Garage, Wellington St. Tel. 5406. Morris agent.

EDINBURGH.—James M. Inglis Automobiles, Ltd., 64-78, Pitt St., 3. Tel. 26287. Morris dealers.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Morris agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1651. Morris agents.

EWELL (Surrey).—A. W. Houghton, Ruxley Parade Garage, Kingston Rd. Tel. Ewell 5000. Morris agents.

GATESHEAD.—Central Garage (Low Fell), Ltd. Tel. Low Fell 76025-6-7. Morris retail dealers.

GOLDERS GREEN.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Spe. 9711-2-3. Morris sole London distributors.

GRAVESEND.—Spooner Motors, Ltd., The Grove. Tel. Gravesend 5236-7. Morris agents.

GRIMSBY.—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295/2775. Morris distributors.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Morris retail dealers.

ILFORD.—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Ilf. 2225. Morris sole London distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. Tel. 30591. Retail dealers.

LITTLEBOROUGH.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Morris area dealers.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 6441 (5 lines). Morris dealers.

LIVERPOOL, 13.—The Rocket Motor Co., Ltd., Queen's Drive, Broad Green. Stoneycroft 6424-5. Area dealers.

LONDON, W.1. Edgar Harrison, Ltd., 33, North Row, Park Lane. Tel. Mayfair 0402-3. Morris retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Tel. Langham 3506. Morris agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Gro. 2565. Retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Morris agents.

LONDON, W.1.—Stewart & Ardern, Ltd., West End Showrooms, Morris House, Berkeley Sq. May. 7680. Morris sole London distributors.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075-6. Retail dealers.

LONDON, W.C.1.—Gladwell & Kell (1952), Ltd., Ampton St. Works, 8, Cubitt St. Terminus 4461. Retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 3588. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Morris dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Agents.

LONDON, N.W.4.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane. Tel. Hendon 1145. Morris agents.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Tel. Colindale 6154-5-6. Morris retail dealers.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley. Tudor 2291-2. Retail dealers.

LONDON, N.15.—Tankard & Smith, Ltd., 226-232, High Rd., Tottenham. Sta. 5291. Morris area dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes, Winchmore Hill. Laburnham 5961. Main dealers.

LONDON, N.22.—Ottley Motors, Ltd., 11, Crescent, Alexandra Park. Bowes Park 4568. Morris dealers.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd. Stepney Green 4285. Morris dealers.

LONDON, E.11.—A. W. Storey (Motors), Ltd., 683, High Rd., Leytonstone. Tel. Ley. 6671-2. Morris agents.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562-4. Morris retail dealers.

LONDON, S.E.1.—Spicers, Ltd., Greet St. Tel. Wat. 6593/4/5. Morris agents.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill. Brixton 2087. Morris retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Tel. Sloane 9288-9. Morris stocking dealers.

LONDON, S.W.3.—Tankard & Smith, Ltd., 194-198, Kings Rd. Tel. Flaxman 4901-5. Morris retail dealers.

LONDON, S.W.6.—Tanner Bros., Ltd., 871-5, Fulham Rd. Tel. Ren 4494-5. Morris agents.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

MORRIS—*Continued*

LONDON, S.W.7.—Petersham Garage, Ltd., Petersham Mews, Queen's Gate Place. Tel. Western 4107. Morris agents.

LONDON, S.W.8.—Gee Cars, Ltd., 60-62, Queenstown Rd. Tel. Macaulay 3563-4. Morris retail dealers.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72, West Hill. Putney 7422. Morris main agents.

LONDON, S.W.17.—Barker's Motors (London), Ltd., 209, Balham High Rd. Morris retail dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. Morris dealers.

LOUTH.—G. Harniess, Louth Motor Garage, Queen St. Place. Tel. 31. Morris area dealers.

MALTHY (Nr. Rotherham).—R. W. Hey, 29, Blyth Rd., Maltby 55. After hours Rotherham 2098. Agents.

MANCHESTER.—Fallowfields Garages, Ltd., 356, Wilmslow Rd. Tel. Rusholme 2727. Morris agents.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

NEWCASTLE-ON-TYNE.—A. Smart (Newcastle), Ltd., College Ave. Tel. 23259. Morris retail dealer.

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pin. 2200. Morris sole London distributors.

PEMBROKE DOCK.—W. L. Silcox & Son, Water St. Tel. Pembroke Dock 45 249. Morris agents.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Morris agents.

SLOUGH (Bucks).—Hentwells Motors, Bath Rd. Tel. Burnham 400. Morris agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138-9. Morris agents.

SOUTHEND.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park, Leigh-on-Sea 78291. Morris sole London distributors.

SOUTH TOTTENHAM.—Stewart & Ardern, Ltd., Morris House, High Rd. Sta. 1234. Morris sole London distributors.

STAINES (Middx).—Dobsons, Ltd., Staines Bridge. Tel. Staines 801. Morris main dealers.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Staines 4117. Morris sole London distributors.

STANSTED (Essex).—Mayhews Garages, Ltd., Cambridge Rd. Tel. Stansted 2454 (3 lines). Morris authorised dealers.

STOCKBRIDGE (Hants).—E. C. Fenning & Son, Grosvenor Garage. Tel. 11. Morris retail dealers.

STOCKPORT.—C. H. Turner, The Service House, Wellington Rd. North. Tel. Stockport 4654-5. Morris main dealers.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 54, Brighton Rd. Tel. Vig. 7666. Morris sole London distributors.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31 High St. Tel. Kingston 1193-4. Morris retail dealers.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Morris dealers.

TORQUAY.—Torquay Motors, Ltd., Torwood St. Tel. 7591-2. Morris retail dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Morris retail agents.

WEST WICKHAM (Kent).—West Wickham Garage, Ltd., 205, High St. Spring Park 2900. Morris dealers.

WINDSOR (Berks).—Hardings Garage, 25, St. Leonards Rd. Tel. Windsor 535. Morris retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Nash St., Albany St. Euston 5558. Sole concessionaires Nash cars.

OLDSMOBILE

LONDON, W.1.—Lex Garages, Ltd., 2, Lexington St. Gerrard 8600. Oldsmobile main dealers, London and certain Home Counties.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Oldsmobile agents.

OPEL

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Opel agents.

PACKARD

BRENTFORD (Middx).—Leonard Williams & Co. (1940), Ltd., Packard Buildings, Gt. West Rd. Ealing 5400. Packard concessionaires.

PEGASO

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Ken. 6642. Sole Concessionaires Gt. Britain and the Dominions.

PEUGEOT

BELFAST (N. Ireland).—Wilson & Leeper, Ltd., 40, Bridge End, Belfast. Belfast 57094. Peugeot distributors.

CHELTENHAM SPA.—The County Garage, Hewlett Rd. Tel. Cheltenham 4596. Peugeot distributors.

DEVONSHIRE.—Harrisons Garages, Ltd., Totnes. Tel. Totnes 2247. Peugeot distributors.

PEUGEOT—*Continued*

FOLKESTONE.—Auto Pilots, Ltd., Folkestone Harbour. Tel. Folkestone 4589. Peugeot distributors.

GLASGOW.—Armour Motor (Glasgow), Ltd., Newburgh Works, Newlands, Lenzyside Glasgow 2720. Peugeot distributors.

GLOUCESTERSHIRE.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. Bristol 22514. Peugeot distributors.

LEICESTERSHIRE.—Hamblins Garages, Ltd., Melton Rd., Leicester. Tel. Leicester 61501. Peugeot distributors.

LONDON, W.1.—Tom Knowles, 19, Brick St., Piccadilly, Mayfair 5365. Peugeot sole concessionaires.

NORFOLK AND SUFFOLK.—Herbert E. Taylor & Co., Ltd., Cringleford, Norwich. Eaton (Norfolk) 52. Peugeot distributors.

NOTTINGHAMSHIRE.—John S. Woolley, Ltd., Park Place, Park Row, Nottingham. Tel. Nottingham 45095. Peugeot distributors.

YORKS & LANCS.—Newton of Huddersfield, Viaduct St., Huddersfield. Tel. Huddersfield 3511. Peugeot distributors.

RENAULT

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. Denham 2266. Renault distributors.

DUNDEE.—William Devlin, 188 Perth Rd. Tel. 5666. Renault distributors.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue. Acorn 5224. Renault distributors.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Renault distributors.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Renault main dealers.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Renault distributors.

WINCHESTER.—Autowork (Winchester), Ltd., Station Hill. Tel. 4654. Renault distributors.

RILEY

ASHFORD (Kent).—C. Hayward & Son, 20-46, New St. Tel. Ashford 554 (6 lines). Riley distributors.

BRADFORD & DISTRICT.—Eric S. Myers, Ltd., "No Worry" Depots, Manningham Lane, Bradford. 25591. Dealers.

BRIDGWATER.—W. E. Challice, Ltd., Cannington. Tel. Combwich 228. Riley dealers.

BURY.—Carrs, Ltd., Motor Engineers, Knowsley St. Tel. 598. Riley agents.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1800. Riley dealers.

CHILWELL (Notts).—Harliss & Stokes, Attenborough Garage. Tel. Beeston 55297. Riley retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage. Tel. Colne 405. Riley area dealers.

COLWYN BAY (N. Wales).—Rhos County Garage, Rhos-on-Sea, Colwyn Bay 4146. Riley dealers.

DARTFORD (Kent).—John C. Beadle, Ltd., Spital St. Tel. Dartford 3067. Riley area dealers.

EDGWARE (Middx).—Deansbrook Garage, Hale Lane. Tel. Mill Hill 2244. Riley agents.

EDINBURGH.—The Scottish Automobile Co., 39, Lothian Rd. Tel. Edinburgh 24051. Riley distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5468, 5489. Riley distributors.

LEAMINGTON SPA.—Moss' Agencies, Ltd., 7-15, High St. Tel. Leamington Spa 67. Riley distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 3, New York Rd. Tel. 30191. Riley distributors.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Gro. 5551. Riley official retailers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2563. Retail dealers.

LONDON, W.2.—S. Morris & Co., 29-51, Edgware Rd., Marble Arch. Paddington 3075-6. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue. Acorn 5224. Riley retail distributors.

LONDON, W.11.—John S. Truscott, Ltd., 175, Westbourne Grove. Tel. Bay. 4274. Riley retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, Temple Bar 5566. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Riley dealers.

LONDON, S.W.1.—J. James (London), Ltd., 55-56, Pall Mall. Tel. Tra. 7311. Riley distributors.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., 871-5, Fulham Rd. Tel. Ren. 4494-5. Riley agents.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. Riley dealers.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Riley agents.

MANSFIELD.—James Windsor & Son (Mansfield), Ltd., Nottingham Rd. Tel. 2401-2. Riley main dealers.

RILEY—*Continued*

NEWCASTLE-ON-TYNE.—A. Smart (Newcastle), Ltd., College Avenue. Tel. 23259. Riley retail dealer.

NORTHAMPTON.—Grose, Ltd. Tel. 31682. Riley distributors.

SHREWSBURY.—Gatenbury Bros., Ltd., Column Garage. Tel. Shrewsbury 6278. Riley distributors.

STAINES (Middx).—Dobsons, Ltd., Staines Bridge. Tel. Staines 801. Riley main dealers.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152-3. Riley distributors.

SWINDON (Wilts).—Skurray's, Ltd., 30-32, High St. Tel. Swindon 2266-7. Riley main dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Riley main dealers.

ROLLS-ROYCE

BIRMINGHAM.—P. J. Evans, Ltd., 81, 91, John Bright St. Midland 2911 (6 lines). Rolls-Royce special retailers.

DERBY.—Sanderson & Holmes, Ltd., London Rd. Tel. 47471. Rolls-Royce distributors.

GLASGOW, C.2.—The Clyde Automobile Co., Ltd., 100, Renfrew St. Douglas 0556-7. Rolls-Royce distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. 5468, 5489. Rolls-Royce special retailers.

HUDDERSFIELD (Yorks).—Rippon Bros., Ltd., Viaduct St. Tel. Hudds. 7070 (10 lines). Rolls-Royce distributors.

LONDON, W.1.—Jack Barclay, Ltd., Hanover Square, Mayfair 7484, Berkeley Square. Gros. 6811. Rolls-Royce official retailers.

LONDON, W.1.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens. Regent 7657. Rolls-Royce official retailers.

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, N. Audley St., Mayfair 5242. Rolls-Royce retailers.

LONDON, S.W.7.—Paddon Bros., Ltd., 60, Cheval Place, Kensington. Kensington 9477. Official Rolls-Royce retailers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, S. Kensington. Ken. 6642. Rolls-Royce specialists.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Rolls-Royce specialists.

NORTHAMPTON.—Grose, Limited. Tel. 31682. Rolls-Royce distributors.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 4345. Rolls-Royce distributors.

ROVER

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197-199, Hagley Rd., Edgbaston. Edgbaston 2921 (3 lines). Rover retail dealers.

BRADFORD.—Albert Farnell, Ltd., 75, Manningham Lane. Tel. 28827-8. Rover distributors.

CARDIFF.—Morgamith Motors, Ltd., 41-47, Frederick St. Tel. 30791-2. Rover distributors.

EPSOM (Surrey).—Page Motors, Ltd., High St. Tel. Epsom 9691-2-3. Rover area dealers.

HALIFAX.—Hoffmanns Garage, Ltd., Huddersfield Rd. Tel Halifax 5944 (7 lines). Rover main agents.

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton. Gt. Ponton 251-2. Rover distributors.

GRIMSBY.—D. H. & A. H. Bloomer, West St. Mary's Gate. Tel. 5468, 5489. Rover distributors.

LONDON, W.1.—H. M. Bentley & Partners, Ltd., 9, Albemarle St. Gro. 5551. Rover official retailers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2563. Retail dealers.

LONDON, W.1.—Phillp Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Rover agents.

LONDON, W.C.1.—Gladwell & Kell (1952), Ltd., Ampton Street Works, 8, Cubitt St. Terminus 4461. retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane. Temple Bar 5566. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Rover dealers.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd., Forest Gate. Maryland 4618. Area dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. 6642. Rover main agents.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

MANCHESTER, 19.—A. Freeman, Ltd. (Grosvenor Garage), Burnage Lane. Tel. Rus. 2874-5. Rover agents.

NEATH.—The Neath Garage Transport & Haulage Co., Ltd., Castle Garage. Tel. 160. Rover area dealers.

NORTHAMPTON.—Grose, Limited. Tel. 31682. Rover distributors.

REDDITCH.—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Rover area dealers.

RICKMANSWORTH (Herts).—Bridge Motors, Church St. Tel. 2362. Rover retail dealers.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2063-4. Rover distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

ROVER—*Continued*

ST. ALBANS.—W. M. Cotper, Ltd., Catherine St. Tel. 4345. Rover main agents.

STAINES (Middx).—Dobsons, Ltd., Staines Bridge. Tel. Staines 801. Rover main dealers.

STOURBRIDGE (Worcs).—Richard Taylor (Garages), Ltd., Victoria St. Tel. Stourbridge 5171. Rover main agents.

SUNDERLAND.—Binns, Ltd., Union St. Tel. Sunderland 57651. Rover main dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31, High St. Tel. Kingston 1195-4. Rover retail dealers.

TORQUAY.—South Devon Garages, Ltd., Market St., Tel. 2223. Rover area dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Rover main dealers.

YORK.—City Garage Co., Blake St. Tel. 3181, 3170. Rover distributors.

LAND-ROVER

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton. Gt. Ponton 251 2. Land-Rover distributors.

LONDON, E.7.—R. P. Powell (Motors), Ltd., 321, Romford Rd. Tel. Maryland 4818. Land-Rover area dealers.

MALTBY, Nr. Rotherham.—R. W. Hey, 29, Blyth Rd., Maltby 55, after hours Rotherham 2098. Agents.

MANCHESTER, 13.—Martin Thompson & Co., Ltd., Cook Corner Garage, Upper Brook St. Ardwick 1345. Retail dealers.

NORTHAMPTON.—Grose, Ltd. Tel. 31662. Land-Rover distributors.

SINGER

BLAKENEY (Norfolk).—Pyes Garage (Blakeney), Ltd. Tel. Cley 329. Singer area dealers.

CAMBRIDGE.—Turner & Hore, Ltd., Hyde Park Corner Garage. Tel. 4496. Singer distributors.

DUNDEE.—William Devlin, 188, Perth Rd. Tel. 5666. Singer Distributors.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Epsom 9400. Singer agents.

GLOUCESTER.—C. Henley & Son, Ltd., 196, Westgate St. Gloucester 22501-24922 Singer distributors.

LONDON, W.8.—J. Davy, 180-2, Kensington High St. Tel. Western 9641. Singer main agents.

LONDON, N.W.1.—Gordon Cars (London), Ltd., 373-5, Euston Rd. Tel. Euston 6611. The London Singer Distributors.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd. Stepney Green 4285. dealers.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Deansgate 3325 & 3326. Retail dealers.

REDCAR.—Gerald Fleming, Ltd., Trunk Road Garage. Tel. 1401-4. Singer distributors and service specialists.

REDDITCH.—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Singer area dealers.

SHEFFIELD, 1.—G. Batty & Sons, Ltd., Ellin St. Tel. 25202-3. Singer distributors.

SHREWSBURY.—Gatensbury Bros. Ltd., Column Garage. Tel. Shrewsbury 6272. Singer distributors.

SOUTHAMPTON.—Selby Motors, Ltd., 362-4, Shirley Rd. Tel. 71004-5. Singer distributors.

STOKE-ON-TRENT.—Bailey's Garage, Ltd., Leek Rd., Hanley. Tel. 29671-2. Singer distributors.

SWANSEA (Glam).—Arthur Bassett, Ltd., Greenfield St. Tel. Swansea 55152-5. Singer distributors.

YEOVIL (Somerset).—W. Sparrow & Sons, Ltd., Osborne Garage. Tel. Yeovil 2181-2. Singer main agents.

STANDARD

ALRESFORD (Hants).—Hanzin's, Ltd., 47, West St. Tel. Alresford 28. Standard retail dealers.

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd. Tel. 870. Standard distributors.

AYLESBURY (Bucks).—Chamberlin & Sons, 15, Buckingham St. Tel. Aylesbury 371-2. Standard distributors.

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5058-9. Standard area dealers.

BALDOCK (Herts).—Quenby Bros., Ltd., Standard House. Tel. Baldock 52. Standard distributors.

BECKENHAM.—H.N.T. Motors, Ltd., 81-83, High St. Tel. 1181-2. Standard main dealers.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Standard main agents.

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197-199, Hagley Rd., Edgbaston. Edgbaston 2921 (3 lines). Standard retail dealers.

BIRMINGHAM.—P. J. Evans, Ltd., 61, 91, John Bright St. Midland 2911 (6 lines). Standard distributors.

BLAKENEY (Norfolk).—Pyes Garage (Blakeney), Ltd. Tel. Cley 329. Standard area dealers.

BRADFORD.—Albert Farnell, Ltd., 75, Manningham Lane. Tel. 28627-8. Standard distributors.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1200. Standard dealers.

STANDARD—*Continued*

CASTLE BROMWICH (Nr. Birmingham).—Castle Bromwich Garage, 278, Chester Rd. Tel. 2080. Standard retail dealers.

COLNE (Lancs).—Fred Fairer & Son, Ltd., Netherheys Garage, Barrowford Rd. Tel. 204. Standard retail dealers.

COLWYN BAY.—Hollingdrake Automobile Co., Ltd., Prince's Drive. Tel. Colwyn Bay 3322. Standard distributors.

COVENTRY.—P. Blamire, Queen's Road Garage. Tel. 5424. Standard dealers.

COVENTRY.—S. H. Nesbitt & Co., Ltd., Corporation St. Tel. 5061. Standard distributors.

CREWE.—Cookes Garages, 10-20, Nantwich Rd. Tel. 2011. Standard distributors.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Cro. 6038. Standard distributors.

CROYDON.—Carr Bros. Garages, Ltd., Hill St. Purley. Tel. Uplands 4811-3. Standard agents.

DARLINGTON (Co. Durham).—Lambert & Williamson Portland Garage, 1-7, Woodland Rd. Tel. 2928-9. Standard retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., South St. Tel. Dorking 2244. Standard distributors.

EDGWARE (Middx).—Deansbrook Garage, Hale Lane. Tel. Mill Hill 2244. Standard agents.

EDINBURGH.—The Collinton Motor Garage, Proprietor D. Waddell, M.I.M.I., 28-32, Spylaw St., Colinton. 81526. Agents.

EDINBURGH, 2.—Eastern Motor Co., Ltd., 52, George St. Tel. Central 6294. Standard agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Standard agents.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Tel. Epsom 9400. Standard agents.

EPSOM (Surrey).—Page Motors, Ltd., High St. Tel. Epsom 9291-2-3. Standard retail dealers.

EVERCREECH (Som).—R. Whitehead & Son. Tel. 11. Standard retail dealers.

EVESHAM (Worcs).—Victor A. Morrall, The Motor House, Broadway Rd. Evesham 6062. Standard main dealer.

GAMLINGAY (Cambridgeshire).—Alec Norman, 70, Church St. Tel. Gamlingay 226. Standard retail dealers.

GATESHEAD.—Central Garage (Low Fell), Ltd., Low Fell. Tel. Low Fell 79025-6-7. Standard retail dealers.

GLASGOW C.3.—Machars, Rennie & Lindsay, Ltd., 26, Berkeley St. Douglas 6646-7-8. Standard distributors.

GRAVESEND.—Spooner Motors, Ltd., The Grove. Tel. Gravesend 5256-7. Standard agents.

GREENFORD (Middx).—Roundabout Garages, Ltd., Western Ave. Tel. Waxlow 1071. Standard retail dealers.

GUILDFORD.—Puttocks, Ltd., Central Garage. Tel. 5391. Standard distributors.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Standard retail dealers.

HEREFORD.—County Motors (Hereford), Ltd., 56-59, Eign St. Tel. 2191. Standard distributors.

HILLINGDON (Middx).—Hillingdon Motors, Ltd., 325-7, Long Lane, Western Ave. Tel. Uxbridge 412. Standard agents.

HIGH WYCOMBE.—Tillons Garage, Priory Rd. Tel. High Wycombe 325. Standard main dealers.

HITCHIN (Herts).—Offley Hill Service Station, Offley. Tel. Offley 35. Standard area dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 6675. Standard distributors.

HUDDERSFIELD.—Earnshaw, Manchester Rd. Tel. 1232. Standard agents.

KINGSTON VALE.—X.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. Kingston 8333. Standard agents.

LEEDS, 1.—H. R. Martindale, Ltd., Harrison St., Briggate. Tel. 20114-5-6. Standard retail dealers.

LEEDS, 2.—John Kaye (Leeds), Ltd., 18-22, New York Rd. Tel. Leeds 23439. Standard distributors.

LEICESTER.—H. A. Browett & Co., Ltd., 64-66, Granby St. Tel. 60241-2. Standard distributors.

LIVERPOOL, 1.—C. A. Britten & Co. (Liverpool), Ltd., 27-45, Renshaw St. Royal 4877. Standard distributors.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stonecroft 6441 (3 lines). Standard dealers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Square. Tel. Grosvenor 4343. Standard agents.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Sq. Gro. 2563. Retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Standard agents.

LONDON W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075-6. Retail dealers.

LONDON W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd., Chiswick. Chiswick 0911. Agents.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 3665. Standard retail dealers.

LONDON, W.8.—J. Davy, 180-2, Kensington High St. Tel. Western 9641. Standard main agents.

STANDARD—*Continued*

LONDON, W.11.—John E. Truscott, Ltd., 173, Westbourne Grove. Tel. Bay. 4274. Standard retail dealers.

LONDON W.C.1.—Gladwell & Kell (1952), Ltd., Ampton Street Works, 8, Cubitt St. Terminus 4461. retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane. Temple Bar 5508. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Standard dealers.

LONDON, N.W.2.—Starnes Motors, 103, Cricklewood Broadway. Tel. Gladstone 2460. Standard agents.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Agents.

LONDON N.W.4.—Sanders & Co., Ltd., Parsons St., Hendon. Hendon 1286. Dealers. Spares—personal service.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6154-5-6. Standard retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Tel. Elg. 6256-8. Standard agents.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Portis Green, East Finchley. Tudor 2291-2. Retail dealers.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2801 Standard agents.

LONDON, N.6.—R. Martin, 2-6 & 20, Highgate High St., Highgate. Mou. 5415-4. Standard retail dealer.

LONDON, N.9.—Grove Garage Motors, Ltd., 322, Fore St. Tel. Tottenham 4162. Standard retail dealers.

LONDON, N.14.—Ridge Motors, Cannon Hill, Southgate, N.14. Palmera Green 3691. Standard area dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 8060. Standard agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-6, Green Lanes, Winchmore Hill. Laburnum 5961. Main dealers.

LONDON Fal.—Zenith Motor & Engineering Works Ltd., 591, Commercial Rd. Stepney Green 4285. Dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562-4. Standard retail dealers.

LONDON, S.E.9.—Well Hall Rd. Garage, Well Hall Rd. Tel. Eltham 3834 and 1446. Standard retail distributors.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale, Forest Hill 1858. Standard retail dealers—service.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill, Brixton 2087. Standard retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge. Sloane 1755, 1709. Standard main dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Tel. Sloane 9288-9. Standard stocking dealers.

LONDON, S.W.1. Spicers, Ltd., Greet St. Tel. Wat. 6393-4-5. Standard agents.

LONDON, S.W.4.—A. Owen, 72, Park Hill, Clapham. Tulse Hill 6297. Standard retail dealers.

LONDON, S.W.4.—South Side Motors, 53, Clapham Common South Side. Macaulay 5495. Standard main dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd. Tel. Frobisher 0063. Standard dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Standard agents.

LONDON, S.W.9.—Wilson's Automobiles & Coach Works, Ltd., Trinity Gdns. Brixton 4011. Standard agents.

LONDON, S.W.11.—Harmar Garages, Ltd., 39, Chatham Rd. Tel. Battersea 7544. Standard main agents.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

LONDON, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Tel. Battersea 6171. Standard dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Tel. Vandyke 1166. Standard retail dealer.

LONDON, S.W.19.—L. F. Dove, Ltd., 35-37, Russell Rd., Wimbledon. Tel. Liberty 5456. Standard main dealers.

LOUGHBOROUGH (Leics).—Arthur Princes Garages, Ltd., Swan St. Tel. 5244-5. Standard area dealers.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 2962. Standard agents.

MANCHESTER, 19.—Kingsway Garage (Manchester), Ltd., Kingsway, Tel. Heaton Moor 4295/6/7. Standard agents.

MANCHESTER.—Premier Garage (Droylsden), Ltd., Droylsden. Tel. Dro. 1539. Standard area dealers.

NEATH.—The Neath Garage Transport & Haulage Co., Ltd., Castle Garage. 160. Standard area dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46/50, Sheep St. Tel. 3391/2. Standard distributors.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

STANDARD—*Continued*

READING.—Jullans of Reading Ltd., 27, King's Rd. Tel. 2494-5. Standard distributors.

REDDITCH.—Horton Garage (Redditch), Ltd., George St. Tel. 17. Standard area dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 5185, 5186, 5187. Standard agents.

RUISLIP (Middx).—J. R. Inwards, Ltd., Automobile Distributors. High St. Tel. 5033/4/5. Standard dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Standard agents.

ST. AUSTELL (Cornwall).—J. A. Johns & Sons, Ramsleigh Garage, St. Austell 109. Standard agents.

STAINES.—Staines Motors, Ltd., 162/4, Kingston Rd. Tel. Staines 545. Standard main agents.

STIRLING.—Wm. Kinross & Sons, 37, Port St. Tel. 309. Standard retail dealers.

STOCKPORT.—Hollingdrake Automobile Co., Ltd., Town Hall Sq. Tel. Stockport 4464. Standard distributors.

SUNDERLAND.—Dunn's Garages (Sunderland), Ltd., Wheatsheaf Corner. Tel. 57666. Standard distributors.

SUNDERLAND.—R. & J. Smith, Pallion Rd. Tel. 3503. Standard dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-31, High St. Tel. Kingston 1153/4. Standard retail dealers.

THETFORD.—W. & G. Lambert, Ltd. Tel. 2217. Standard main dealers.

TORQUAY.—South Devon Garages, Ltd., Market St. Tel. 2223. Standard distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun. Wells 1425. Distributors.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 319-323, St. John's Rd. Southborough 1000 (5 lines). Retail dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Standard main dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd., Sudbury. Tel. Arnold 4567. Standard retail agents.

WEST BROMWICH (Staffs).—Geo. H. Kendrick, Ltd., Beacon Garage, 20, Carters Green. Wes. 0778 (2 lines). Retail dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage. Tel. 195. Standard area dealers.

SUNBEAM-TALBOT

ABERGAVENNY (Mon.).—The Abergavenny Motor Co. (1919), Ltd., Monmouth Rd. 540/541. Sunbeam-Talbot main dealers.

AMERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd., Amersham 514. Sunbeam-Talbot retail dealers.

BARNET.—Hadley Green Garage, Ltd. Tel. Barnet 0910-0352-5968. Sunbeam-Talbot main dealers.

BEXLEYHEATH (Kent).—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Bexleyheath 3591-2. Sunbeam-Talbot main agents.

BLACKPOOL.—Kirbys, Ltd. Tel. Blackpool 25485. Sunbeam-Talbot distributors.

BRISTOL 1.—The Cathedral Garage, Ltd., College Green. Bristol 20051 (10 lines). Sunbeam-Talbot distributors.

BROMLEY.—Tudor Garage (Tudor Auto Services, Ltd.), Bromley Common Hurstway 1262. Sunbeam-Talbot main dealers.

BURTON-ON-TRENT.—W. T. Blackshaw & Co., Ltd., Curzon Street Garage, 2836. Sunbeam-Talbot main dealers.

BURY (Lancs).—P. & E. Finney, Ltd., 82/86, Bolton St. Tel. Bury 3208. Sunbeam-Talbot retail dealers.

BUXTON.—G. W. Hodgkinson & Sons, 9, Scarsdale Place. Tel. Buxton 96. Sunbeam-Talbot main dealers.

CHELTENHAM (Glos).—Ebdons Automobiles, Ltd., 16-28, Bath Rd. Tel. Cheltenham 5695/6. Sunbeam-Talbot distributors.

COVENTRY.—Martin's Garage, London Rd. Tel. Toll Bar 3169. Sunbeam-Talbot retail dealers.

CROYDON.—Manton Motors, Ltd., 25/27, 37/39, Shirley Rd., Addiscombe 6051/4. Sunbeam-Talbot main dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd., Croycon 4600-4632. Sunbeam-Talbot main dealers.

EDINBURGH, 11.—H. C. Hutchison, Ardmillan Motor Works. Tel. 61137. Sunbeam-Talbot distributors.

EDINBURGH.—James Ross & Sons (M.), Ltd., Lochrin. Tel. Fou. 1555. Sunbeam-Talbot dealers.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Epsom 9400. Sunbeam-Talbot agents.

ERITH (Kent).—North End Machinery & Motor Services, Ltd., North End Rd. Erith 3000. Sunbeam-Talbot agents.

EVESHAM (Worcs).—Victor A. Morrall, The Motor House, Broadway Rd. Evesham 6062. Sunbeam-Talbot main dealer.

GLASGOW, S.E.—James B. Rollinson, Ltd., 400, Gallowgate. Tel. Bridgeton 3868. Sunbeam-Talbot retail dealers.

SUNBEAM-TALBOT—*Continued*

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081. (3 lines). Sunbeam-Talbot distributors.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wor. 5656. Retail dealers.

HATFIELD (Herts).—W. Waters & Sons, Ltd., Barnet-by-Pass, Hatfield 2711. Sunbeam-Talbot distributors.

HAVERFORDWEST.—James Parry, County Motors, Dew St. Tel. 122. Sunbeam-Talbot retail dealers.

HERTFORD.—W. Waters & Sons, Ltd., North Rd. Tel. Hertford 5044. Sunbeam-Talbot distributors.

ILFRACOMBE (Devon).—Hancocks (Motors), Ltd., Broad St. Tel. Ilfracombe 182-5. Sunbeam-Talbot area dealers.

KINETON (Warwicks).—Kineton Garage, Ltd., Warwick Rd. Tel. Kineton 312. Sunbeam-Talbot main agents.

KINGSWOOD.—Warren Motors & Kingswood Hire Service, Ltd., Station Approach. Burgh 4855. Sunbeam-Talbot stocking dealers.

LIVERPOOL.—Kirbys, Ltd. Tel. Royal 3567. Sunbeam-Talbot distributors.

LONDON, N.W.3.—White Bear Garage, 13, Heath St., Hampstead. Hampstead 5273. Sunbeam-Talbot main agents.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tottenham 6811/3. Sunbeam-Talbot main dealers.

LONDON, E.1.—Zenith Motor & Engineering Works, Ltd., 591, Commercial Rd., Stepney Green 4285. Sunbeam-Talbot dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Silverthorn 1820/1. Main dealers. Spares, service.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Lee Green 6585 (5 lines). Sunbeam-Talbot retail dealers.

LONDON, S.E.26.—Maythorpe Motor Co., Mayow Rd., Sydenham. Tel. 5123/4. Sunbeam-Talbot dealers.

LONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington. Ken. 2468. Retail dealers.

LONDON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Ken. 6642. Main agents.

LONG EATON.—Lindley's Garage, Ltd., Tamworth Rd. Tel. 459. Sunbeam-Talbot main dealers.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St., Ardwick 1345. Retail dealers.

OXFORD.—Laytons of Oxford (Motors), Ltd., New Rd. Tel. Oxford 3581. Sunbeam-Talbot Distributors.

PLYMOUTH.—M. Thomas (Motors), Ltd., 58-64, Embankment Rd. Tel. Plymouth 5003/5. Sunbeam-Talbot distributors.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 5185, 5186, 5187. Sunbeam-Talbot agents.

SALOP.—James Garages, Ltd., Church Stretton. Church Stretton 27 and 304. Sunbeam-Talbot main agents.

SHEFFIELD, 11.—E. H. Pickford & Co., Ltd., Crescent Works, Ecclesall Rd. 62444 (4 lines). Sunbeam-Talbot distributors.

SHIPSTON-ON-STOUR.—V. W. Davies & Son, Ltd., Church St. Tel. 5. Sunbeam-Talbot dealers.

SOUTHPORT.—Kirbys, Ltd. Tel. Southport 4158. Sunbeam-Talbot distributors.

SOUTHSEA (Hants).—E.M.A., Ltd., Tudor House, Grove Rd. South. Tel. Portsmouth 2168. Sunbeam-Talbot distributors.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 1121/4. Main dealers.

TAUNTON (Somerset).—Dunn's Motors, Ltd., 45-45, East St. Tel. Taunton 2607/8/9. Sunbeam-Talbot distributors.

TUNBRIDGE WELLS (Kent).—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494. Sunbeam-Talbot distributors.

WALSALL.—Abbotts Garages (Walsall), Ltd., Hollyhedge Lane. Tel. Walsall 2806. Sunbeam-Talbot main dealers.

WEST BROMWICH.—J. Sharratt & Sons, Ltd., Tower Garage, Carters Green. West Bromwich 0552. Main agents.

WETHERBY.—Sandbeck Motors, Ltd., Automobile Engineers & Agents, Deighton Rd. 129. Sunbeam-Talbot main agents.

WIGAN.—S. & S. Motors (Wigan), Ltd., Central Garages, Crompton St. Tel. 2281/2. Sunbeam-Talbot retail dealers.

WIMBLEDON, S.W.19.—The Modern Service Garage (Modern Service (Wim.) Ltd.), High St., 5155 (5 lines). Main distributing dealers.

WOKING (Surrey).—L. F. Dove, Ltd., White Rose Lane. Tel. Woking 1282. Sunbeam-Talbot main dealers.

TRIUMPH

ALRESFORD (Hants).—Hankin's, Ltd., 47, West St. Tel. Alresford 28. Triumph retail dealers.

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd. Tel. 870. Triumph distributors.

AYLESBURY (Bucks).—Chamberlin & Sons, 15, Buckingham St. Tel. Aylesbury 571/2. Triumph distributors.

TRIUMPH—*Continued*

AYR.—McQuiston's Garage, Ltd., 18, Beresford Terrace. Tel. 5058/9. Triumph area dealers.

BALDOCK (Herts).—Quenby Bros., Ltd., Standard House. Tel. Baldock 82. Triumph distributors.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Tel. Bexleyheath 1666. Triumph main agents.

BIRMINGHAM.—P. J. Evans, Ltd., 81, 91, John Bright St. Tel. Midland 2911 (6 lines). Triumph distributors.

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197-199, Hagley Rd., Edgbaston. Edgbaston 2921 (5 lines). Triumph retail dealers.

BLAKENEY (Norfolk).—Pyes Garage (Blakeney), Ltd. Tel. Cley 329. Triumph area dealers.

BRADFORD.—Albert Farnell, Ltd., 75, Manningham Lane. Tel. 28627-8. Triumph distributors.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1800. Triumph dealers.

COLNE (Lancs).—Fred Fairer & Son, Ltd., Netherleys Garage, Barrowford Rd. Tel. 204. Triumph retail dealers.

COLWYN BAY.—Hollingdrake Automobile Co., Ltd., Prince's Drive. Tel. Colwyn Bay 3322. Triumph distributors.

COVENTRY.—P. Blamire, Queens Rd. Garage. Tel. 5424. Triumph dealers.

COVENTRY.—S. H. Newsome & Co., Ltd., Corporation St. Tel. 5081. Triumph distributors.

CREWE.—Cookes Garages, 10-20, Nantwich Rd. Tel. 2011. Triumph distributors.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Tel. Cro. 6088. Triumph distributors.

CROYDON.—Carr Bros. Garages, Ltd., Hill St., Purley. Tel. Uplands 4611/3. Triumph agents.

DARLINGTON (Co. Durham).—Lambert & Williamson, Portland Garage, 1-7, Woodland Rd. 2928-9. Triumph retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., South St. Tel. Dorking 2244. Triumph distributors.

EDGWARE (Middx).—Deanshrook Garage, Hale Lane. Tel. Mill Hill 2244. Triumph agents.

EDINBURGH, 13.—The Colinton Motor Garage, Proprietor D. Waddell, M.I.M.I., 28-32, Spylaw St., Colinton. 87326. Agents.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Triumph agents.

EPSOM (Surrey).—H. F. Edwards & Co., Ltd., 28-30, Upper High St. Epsom 9400. Triumph agents.

EVESHAM (Worcs).—Victor A. Morrall, The Motor House, Broadway Rd. Evesham 6062. Triumph main dealer.

GAMLINGAY (Cambridgeshire).—Alec Norman, 70, Church St. Tel. Gamlingay 226. Triumph retail dealers.

GLASGOW, C.3.—Macharg, Rennie & Lindsay, Ltd., 26, Berkeley St. Douglas 6646/7/8. Triumph distributors.

GUILDFORD.—Puttocks, Ltd., Central Garage. Tel. 5391. Triumph distributors.

HAMPSTEAD, N.W.3.—Rowland Smith (Motors), Ltd., Hampstead High St. Tel. Ham. 6041. Triumph retail dealers.

HEREFORD.—County Motors (Hereford), Ltd., 56-59, Eign St. Tel. 2191. Triumph distributors.

HIGH WYCOMBE.—Tillons Garage, Priory Rd. Tel. High Wycombe 323. Triumph main dealers.

HILLINGDON (Middx).—Hillingdon Motors, Ltd., 525-7, Long Lane, Western Ave. Tel. Uxbridge 412. Triumph agents.

HITCHIN (Herts).—Offley Hill Service Station, Offley. Tel. Offley 35. Triumph area dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., Chapel Hill. Tel. 6673. Triumph distributors.

KINGSTON VALE.—X.L. Service Station, Ltd., Kingston Vale, S.W.15. Tel. 8553. Triumph agents.

LEEDS, 1.—H. R. Martindale, Ltd., Harrison St., Briggate. Tel. 20114/5/6. Triumph retail dealers.

LEEDS, 2.—John Kaye (Leeds), Ltd., 18-22, New York Rd. Tel. Leeds 29439. Triumph distributors.

LEICESTER.—H. A. Browett & Co., Ltd., 64-66, Granby St. Tel. 60241-2. Triumph distributors.

LIVERPOOL, 1.—C. A. Britten & Co. (Liverpool), Ltd., 37-45, Renshaw St. Royal 4877. Triumph distributors.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stoneycroft 0441 (3 lines). Triumph dealers.

LONDON, W.1.—Berkeley Square House Garage, Ltd., Berkeley Sq. Tel. Grosvenor 4343. Triumph agents.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 5075-6. Retail dealers.

LONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Triumph agents.

LONDON, W.8.—J. Davy, 180/2, Kensington High St. Tel. Western 9641. Triumph main agents.

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove. Tel. Bay. 4274. Triumph retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane. Temple Bar 3566. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Triumph dealers.

THE AUTOCAR DIRECTORY OF NEW CAR SPECIALISTS

TRIUMPH—*Continued*

LONDON, S.W.2.—Starnes Motors, 103, Cricklewood Broadway. Tel. Gladstone 2400. Triumph agents.

LONDON, N.W.3.—Blue Star Garages, Ltd. Car Sales Dept., 617, Finchley Rd. Hampstead. Ham. 2255. Agents.

LONDON, N.W.4.—Sanders & Co. Ltd., Parsons St., Hendon. Hendon 1289. Dealers. Spares—personal Service.

LONDON, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill, Kingsbury. Colindale 6134/5/6. Retail dealers.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley. Tudor 2291/2. Retail dealers.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Station. Tudor 2301. Triumph agents.

LONDON, N.6.—R. Martin, 2/8 & 20, Highgate Hill St., Highgate. Mou. 5413-4. Retail dealer.

LONDON, N.9.—Grove Garage Motors, Ltd., 522, Fore St. Tel. Tottenham 4162. Triumph retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 6000. Triumph agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804/8, Green Lanes, Winchmore Hill. Laburnham 5961. Main dealers.

LONDON, S.E.1.—Alford & Alder, Ltd., 68, Newington Causeway. Tel. Hop. 2562/4. Triumph retail dealers.

LONDON, S.E.1.—Spicers, Ltd., Greet St. Tel. Wat. 6393-4-5. Triumph agents.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill. Brixton 2087. Triumph retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Tel Sloane 9288-9. Triumph stocking dealers.

LONDON, S.W.4.—South Side Motors, 53, Clapham Common South Side. Macaulay 5495. Triumph main dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., S. Kensington. Ken. 2477-8. Agents.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Tel. Fremantle 0051. Triumph retail dealers.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272, retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side. Tel. Vandyke 1166. Triumph retail dealer.

LONDON, S.W.19.—L. F. Dove, Ltd., 33-37, Russell Rd., Wimbledon. Tel. Liberty 5456. Triumph main dealers.

LOUGHBOROUGH (Leics).—Arthur Princes Garages, Ltd., Swan St. Tel. 5244-5. Triumph area dealers.

MANCHESTER, 1.—County Garage, Sackville St. Tel. Central 8011-2 and Ard. 2962. Triumph agents.

MANCHESTER, 19.—Kingsway Garage (Manchester), Ltd., Kingsway. Tel. Heaton Moor 4295/6/7. Triumph agents.

MANCHESTER.—Premier Garage (Droylsden), Ltd., Droylsden. Tel. Dro. 1559. Triumph area dealers.

NEATH.—The Neath Garage Transport & Haulage Co., Ltd., Castle Garage. Te. 160. Area dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46/50, Sheep St. Tel. 3391/2. Triumph distributors.

READING.—Julians of Reading, Ltd., 27, King's Rd. Tel. 2494-5. Triumph distributors.

REDDITCH.—Hortons Garage (Redditch), Ltd., George St. Tel. 17. Triumph area dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd., Motor Engineers. Tel. 5185, 5186, 5187. Triumph agents.

ST. AUSTELL (Cornwall).—J. A. Johns & Sons, Ranelagh Garage. St. Austell 109. Triumph agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Triumph agents.

STAINES.—Staines Motors, Ltd., 162-4, Kingston Rd. Tel. Staines 545. Triumph main agents.

STOCKPORT.—Hollingdrake Automobile Co., Ltd., Town Hall Square. Tel. Stockport 4464. Triumph distributors.

SUNDERLAND.—Dunn's Garages (Sunderland), Ltd., Wheatsheaf Corner. Tel. 57666. Triumph distributors.

SUNDERLAND.—R. & J. Smith, Pallion Rd. Tel. 3308. Triumph dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-51, High St. Tel. Kingston 1195/4. Triumph retail dealers.

TORQUAY.—South Devon Garages, Ltd., Market St. Tel. 2223. Triumph distributors.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12 London Rd.- Tun. Wells 1425. Distributors.

TUNBRIDGE WELLS.—Ward's Service Garage, Ltd., 319-323, St. John's Rd., Southborough 1000 (3 lines). Retail dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Triumph main dealers.

WEST BROMWICH (Staffs).—Geo. H. Kendrick, Ltd., Beacon Garage, 20, Carters Green. Wes. 0778/9 (2 lines). Retail dealers.

WHITCHURCH (Shropshire).—J. A. Matthews (Motors), Ltd., Bridgewater Garage. Tel 195. Triumph area dealers.

VAUXHALL

BIRMINGHAM, 1.—Prestage, Ltd., Suffolk St. Tel. Midland 4955. Vauxhall distributors.

BIRMINGHAM, 24.—The Yenton Garage, Ltd., 724, Chester Rd., Erdington. Tel. Erd. 2226/7. Vauxhall agents.

BOURNEMOUTH WEST.—Grand Parade Motors, Ltd., 6 & 7, Grand Parade, Westbourne. Westbourne 6556/5. Vauxhall main dealers.

BOURNEMOUTH.—Lee Motor Works (Bournemouth), Ltd., 674/680, Wimborne Rd. Tel. Winton 3. Vauxhall distributors.

BRIDGWATER.—Real, Medland & Wills, Ltd. Tel. 2659. Vauxhall area dealers.

BROMLEY (Kent).—Davis & Hill, Ltd., 101, Bromley Common. Tel. Rav. 2654/5. Vauxhall dealers.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel 1500. Vauxhall dealers.

CHESTER.—The Chester Engineering Co., Ltd., City Rd. Tel. Chester 23477. Vauxhall distributors.

COVENTRY.—W. Brandish & Sons, Ltd., White Friars St. Tel. 5561. Vauxhall distributors.

EPSOM (Surrey).—Page Motors, Ltd., High St. Tel. Epsom 9891-2-3. Vauxhall area dealers.

GLASGOW, C.4.—St. Georges Motors (Glasgow), Ltd., 128, New City Rd. Douglas 2744/5. Retail dealers.

HILLINGDON (Middx).—Hillingdon Motors, Ltd., 525-7, Long Lane, Western Avenue. Tel. Uxbridge 412. Vauxhall agents.

LIVERPOOL, 7.—Meadows Automobiles, Ltd., 159-161, Prescot Rd. Tel. Stonecycroft 6441 (3 lines). Vauxhall dealers.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St., Portman Square. Welbeck 6899. Vauxhall agents.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead 2255. Agents.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout. Tel. Primrose 0141. Vauxhall main dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., The Hyde, Hendon. Colindale 7171 (10 lines). Vauxhall main dealers.

LONDON, S.W.4.—A. Owen, 72, Park Hill, Clapham, Tulse Hill 6297. Vauxhall retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd. Tel. Frobisher 0065. Vauxhall dealers.

LONDON, S.W.9.—Keith & Boyle (London), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Distributors.

LONDON, S.W.11.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction. Batt. 5272. Retail dealers.

LONDON, S.W.15.—Dixon's Garages, 134, West Hill. Tel. Put. 0596-8575. Vauxhall dealer.

LONDON, S.W.17.—G.N., Ltd., 276, Balham High Rd. Tel. Balham 1053 (7 lines). Vauxhall main dealers.

MANCHESTER, 3.—Blakes Motors, Ltd., Blackfriars Rd. Tel. Blackfriars 9186. Vauxhall main dealers.

NORTHAMPTON.—Grose, Ltd. Tel. 31682. Vauxhall distributors.

PLYMOUTH.—Turnbulls, Ltd. Tel Ply 4512/4514. Vauxhall agents.

REDDITCH.—Studley Garage & Engineering Works, Ltd., Studley. Tel. Studley 9. Vauxhall area dealers.

RICKMANSWORTH, Herts.—Bridge Motors, Church St. Tel. 2562. Vauxhall retail dealers.

RUGBY.—Sam Robbins, Ltd., Bilton Rd. Tel. Rugby 2063/4. Vauxhall distributors.

ST. ALBANS.—Marlboro Motors (St. Albans), Ltd., London Rd. Tel. 1590-1. Vauxhall agents.

SURREY.—Kingston Hill Motor Works, Ltd., Kingston Hill. Tel. Kingston 5116/9. Vauxhall main dealers.

SWINDON, Wilts.—Skurray's, Ltd., 50/52, High St. Tel. Swindon 2266/7. Vauxhall main dealers.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-51, High St. Tel. Kingston 1193/4. Vauxhall retail dealers.

TWICKENHAM, Middx.—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216 (4 lines). Vauxhall distributors.

WALLINGTON (Surrey).—Jack Rose, Ltd., 8, Stafford Rd. Tel. Wallington 6677. Wolseley main agents.

WALTHAM CROSS, Herts.—Arlington Motor Co., Ltd., High Rd. Waltham Cross 2760-4201. Vauxhall dealers.

WHITCHURCH, Shropshire.—J. A. Matthews (Motors), Ltd., Bridgwater Garage. Tel. 195. Vauxhall area dealers.

WOKING, Surrey.—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Vauxhall main dealers.

WILLYS-OVERLAND

LONDON, W.1.—Jack Olding & Co., Ltd., Audley House, North Audley St. Mayfair 5242. Distributors—United Kingdom.

WOLSELEY

ASHFORD, Kent.—C. Hayward & Son, 20-46, New St. Tel. Ashford 354 (6 lines). Wolseley agents.

ASHFORD, Middx.—Herd's Garage and Engineering Co., Ltd., Kingston Rd. Tel. 2084/5906. Wolseley retail dealers.

BEDFORD.—George Langley, Ltd., Morris House, Bromham Rd. Tel. Bedford 66221. Wolseley distributors.

WOLSELEY—*Continued*

BIRMINGHAM, 16.—Hunts (Birmingham), Ltd., 197/199, Hagley Rd. Edgbaston. Edgbaston 2921 (3 lines). Wolseley retail dealers.

BLACKBURN, Lancs.—Whalley Bros., Ltd., Majestic Showroom, Town Hall St. Tel. 7728. Wolseley agents.

BRADFORD & DISTRICT.—Eric S. Myers, Ltd., "No Worry" Depots, Manningham Lane, Bradford 25591. Dealers.

CAMBERLEY (Surrey).—Whites (Camberley), Ltd., London Rd. Tel. 1500. Wolseley dealers.

COLLINS GREEN, Lancs.—Hawthorns Motor Co., Penny Lane. Tel. Newton Le Willows 2356. Wolseley agents.

DARTFORD, Kent.—John C. Beadle, Ltd., Spital St. Te.. Dartford 3067. Wolseley area dealers.

DOVER.—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. and Folkestone Rd. Tel. 129/41. Wolseley agents.

DUDLEY.—Whittingham & Co., Ltd., The Broadway Garage. Tel. 2496. Wolseley main dealers.

EDINBURGH.—J. M. Sloan & Co. Ltd., Belford Rd. Tel. Cen. 4664. Wolseley distributors.

ENFIELD.—D. J. Shepherd & Co., Ltd., 434-6, Hertford Rd. Tel. Howard 1631. Wolseley agents.

GATESHEAD.—Central Garage (Low Fell), Ltd., Low Fell. Low Fell 78025/6/7. Wolseley retail dealers.

GRANTHAM.—The North Road Garages (Great Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Wolseley distributors.

GRIMSBY.—Roland C. Bellamy, Ltd., St. Mary's Gate. Tel. 5295, 2775. Wolseley distributors.

LEEDS, 2.—The Paragon (Hull) Motor Co., Ltd., 5, New York Rd. 30391. Wolseley distributors.

LITTLEBOROUGH.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley retail dealers.

LONDON, W.1.—Kevill-Davies & March, Ltd., 41-42, Hays Mews, Berkeley Square. Gro. 2563. Retail dealers.

LONDON, W.1.—Offord & Sons, Ltd., 67 George St., Portman Square. Welbeck 6899. Wolseley agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Tel. Grosvenor 4772. Wolseley agents.

LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Tel. Mayfair 5951 (5 lines). Wolseley distributors.

LONDON, W.2.—S. Morris & Co., 29-31, Edgware Rd., Marble Arch. Paddington 3075-6. Retail dealers.

LONDON, W.C.2.—British & Colonial Motors, Ltd., 13-14 Upper St. Martin's Lane. Temple Bar 3588. Agents.

LONDON, N.W.1.—Marylebone Car Sales, Ltd., 6-11, Dorset Close, Gloucester Place. Padd. 0091. Wolseley dealers.

LONDON, N.W.3.—Blue Star Garages, Ltd., Car Sales Dept., 617, Finchley Rd., Hampstead. Ham. 2255. Agents.

LONDON, N.2.—Eyre, Venables & Eyre, Ltd., Fortis Green, East Finchley. Tudor 2291/2. Wolseley retail dealers.

LONDON, N.15.—Tankard & Smith, Ltd., 226-232, High Rd., Tottenham. Sts. 5291. Wolseley area dealers.

LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd., Herne Hill. Brixton 2087. Wolseley retail dealers.

LONDON, S.W.4.—A. Owen, 72, Park Hill, Clapham, Tulse Hill 6297. Wolseley retail dealers.

LONDON, S.W.5.—Golly's Garage, Ltd., 11a, Earls Court Rd. Tel. Frobisher 0065. Wolseley dealers.

LONDON, S.W.5.—R. G. Wimbush, Ltd., 312, Earls Court Rd. Tel. Fremantle 8401/2. Wolseley retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., South Kensington. Ken. 2477-8. Wolseley agents.

LONDON, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Tel. Battersea 6171. Wolseley dealers.

LONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. Tel. Lib. 8221. Wolseley dealers.

LOUTH.—G. Harniess, Louth Motor Garage, Queen Street Place. Tel. 51. Wolseley area dealers.

MANCHESTER, 15.—Martin Thompson & Co., Ltd., Clock Corner Garage, Upper Brook St. Ardwick 1545. Retail dealers.

NEWCASTLE-ON-TYNE.—A. Smart (Newcastle), Ltd., College Ave. Tel. 25259. Wolseley distributor.

RICKMANSWORTH, Herts.—Bridge Motors, Church St. Tel. 2562. Wolseley area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. Wolseley agents.

STRETFORD.—Frank Lewis, Ltd., Market Street Garage. Tel. Lon. 2090. Wolseley agents.

TEDDINGTON.—Teddington Engineering Co., Ltd., 29-51, High St. Tel. Kingston 1193/4. Wolseley retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tun. Wells 1425. distributors.

VIRGINIA WATER, Surrey.—Gavin Fairfax, Ltd. Tel. Wentworth 3154. Wolseley main dealers.

WEST LOTHIAN.—Campbell Bros. (Coaches), Ltd., 10, Manse Rd. Whitburn. Whitburn 329. Wolseley retail dealers.

MISCELLANEOUS ADVERTISEMENTS

EXCHANGE

RAYMOND WAY.

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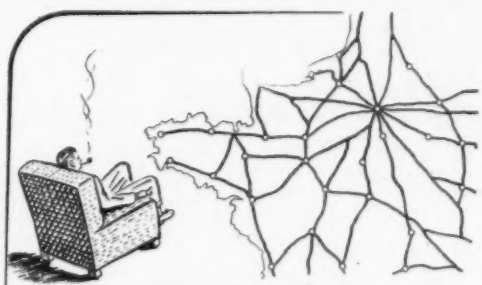
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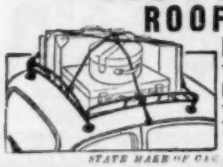
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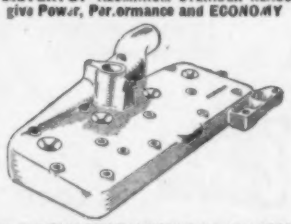
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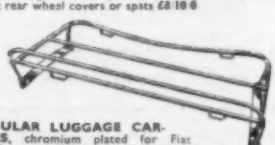
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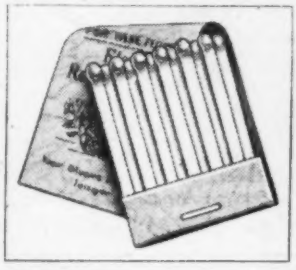
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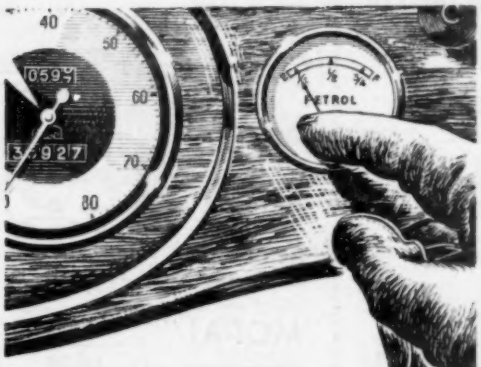
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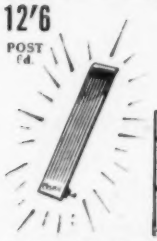
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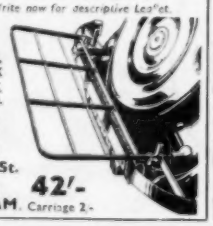
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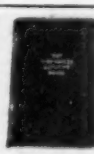
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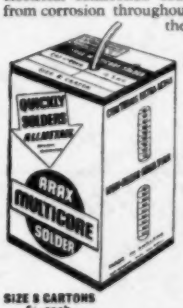
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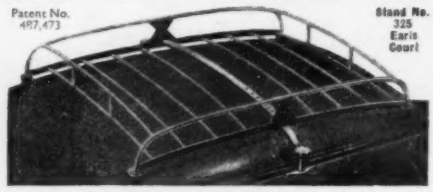
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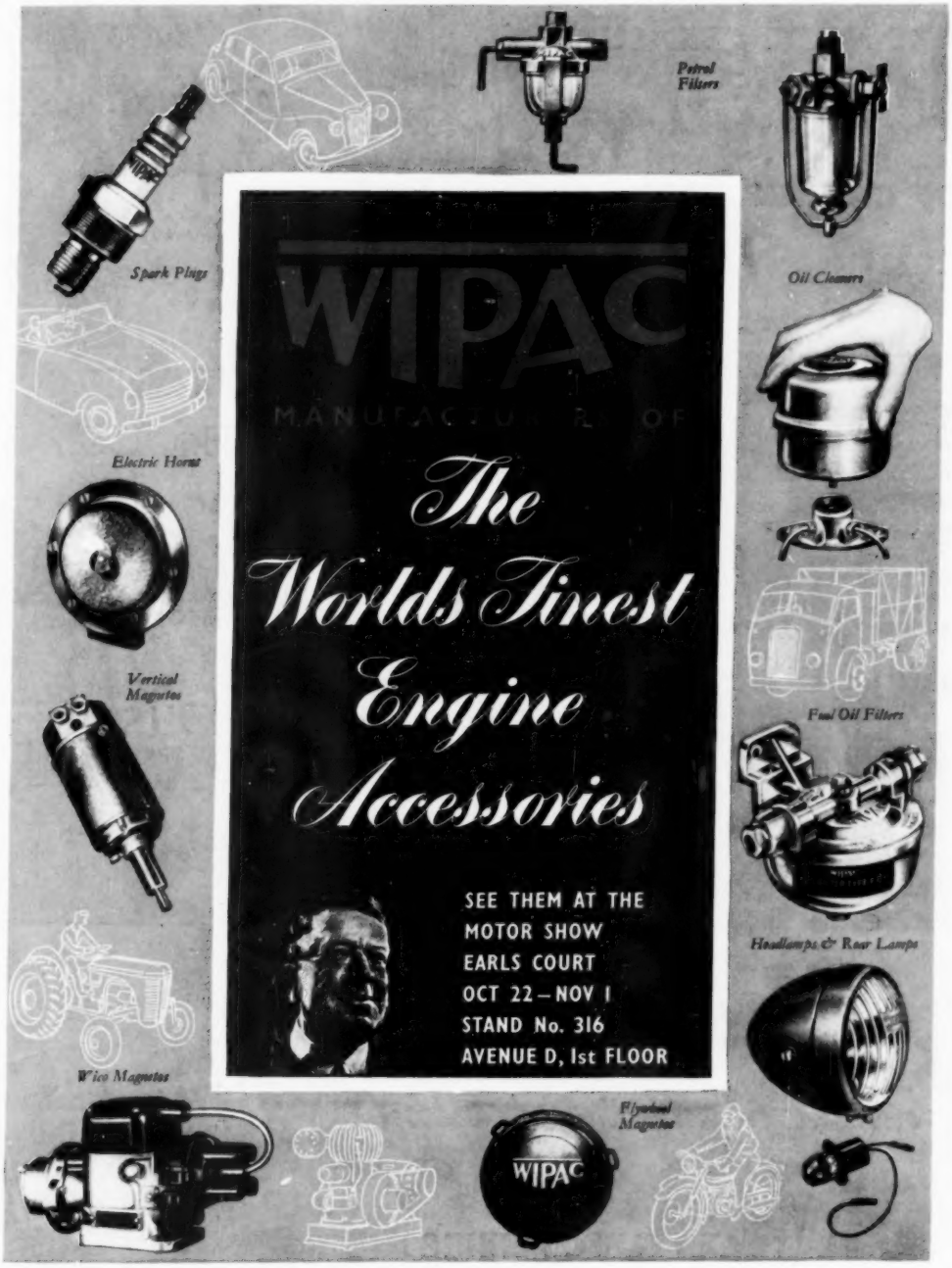
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